### 2003

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

74

Prince George County City of Hopewell

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					1 111100	e George Mainten	ance A	Са							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County						ZAXIE STAXIE	TITAL	ZIIali		i actor		i actor			
Time George County				From:		Chesterfield County	Line								
(10)	0.42	18000	G	94%	0%	2% 1%	3%	0%	F	0.089	Ν	0.522	20000	G	2003
				To:		WCL Hopewell									
City of Honewell				F		WOLL II									
Dandalah Dd	0.40	40000	_	From:	00/	WCL Hopewell	20/	0%	_	0.001	_	0.500	20000	0	2002
10 Randolph Rd	0.12	18000	G	94%	0%	2% 1%	3%	0%	F	0.081	F	0.509	20000	G	2003
				From:		North 6th Ave									
10 Randolph Rd	0.40	11000	G	94%	0%	2% 1%	3%	0%	F	0.087	F	0.556	12000	G	2003
<u> </u>				To: From:		Main St		-							
10 Randolph Rd	0.74	11000	G	94%	0%	2% 1%	3%	0%	F	0.082	F	0.605	12000	G	2003
$\smile$				To:		Winston Churchill	Dr								
10 Randolph Rd	1.26	9500	G	94%	0%	2% 1%	3%	0%	F	0.085	F	0.628	11000	G	2003
10)				To:		ECL Hopewell									
)-i Ct								•							
Prince George County				From:		ECL Hopewell									
10)	1.17	9600	G	94%	0%	2% 1%	3%	0%	F	0.094	F	0.650	11000	G	2003
				To		W SR 156									
40	0.73	11000	G	93%	1%	1% 1%	4%	0%	С	0.091	F	0.594	11000	G	2003
10	0.73	11000	G	93 /0	1 /0	170 170	4 /0	0 /6	C	0.091		0.554	11000	G	2003
$\overline{}$	0 = 4			From:	101	E SR 156	40/						= 100		
10	2.71	5100	G	93%	1%	1% 1%	4%	0%	F	0.095	F	0.557	5100	G	2003
				From:		74-641		-							
10	2.07	3600	G	93%	1%	1% 1%	4%	0%	F	0.096	F	0.543	3600	G	2003
				To:		74-609 Garysville	2	Į.							
10	5.93	2900	G	90%	1%	1% 1%	7%	0%	С	0.092	F	0.51	2900	G	2003
10	0.00		_	- T	.,,		. , ,		Ū	0.002	•	0.0.		•	_000
	2.00	2400	G	90%	1%	74-1201 1% 1%	7%	0%	F	0.096	F	0.600	2400	G	2003
10	2.00	2400	G	90 76 To:	170	Surry County Lin		0%	Г	0.090	Г	0.000	2400	G	2003
				From:											
	4.05	0400	_		40/	Sussex County Li		00/	_	0.005	_	0.500	0400	0	2002
35	4.05	2400	G	82%	1%	1% 1%	14%	0%	С	0.085	F	0.598	2400	G	2003
				From:		I-95		-							
35)	0.72	950	G	82%	1%	1% 1%	14%	0%	F	0.116	F	0.533	950	G	2003
<u> </u>				To:		74-605									
_				From:		ECL Petersburg									
(36) Oaklawn Blvd	0.76	16000	G	97%	0%	1% 0%	1%	0%	F	0.085	F	0.586	16000	G	2003
				To:			C-4-								
				r		Hill Dr: Ft Lee Main	Gate								
36 / Oaklawn Blvd	1.45	16000	Α	97%	0%	Hill Dr; Ft Lee Main 1% 0%		0%	С	0.094	Α	0.581	17000	Α	2003
36 Oaklawn Blvd	1.45	16000	Α	97% To:	0%	1% 0%	1%	0%	С	0.094	Α	0.581	17000	Α	2003
	1.45	16000	Α	97%	0%		1%	0%	С	0.094	Α	0.581	17000	Α	2003
	1.45	16000	A	97%	0%	1% 0%	1%	0%	С	0.094	Α	0.581	17000	Α	2003
City of Honewell	0.52	16000 27000	A G	97% To:	0%	1% 0% WCL Hopewell	1%	0%	C	0.094	A F	0.581	17000	A G	2003
City of Honewell				97% To:		1% 0%  WCL Hopewell  WCL Hopewell  1% 0%	1%								
City of Honewell  36 Oaklawn Blvd	0.52	27000	G	97% To:    From:   97%   From:   10   10   10   10   10   10   10   1	0%	1% 0%  WCL Hopewell  1% 0%  4630 Jefferson Par	1% 1% k Rd	0%	F	0.085	F	0.522	29000	G	2003
City of Honewell				97% To:		1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%	1%								
City of Honewell  36 Oaklawn Blvd  36 Oaklawn Blvd	0.52	27000 27000	G G	97% To:  97%  From: 97%  To:  100  100  100  100  100  100  100  1	0%	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par	1% 1% k Rd 1%	0%	F	0.085	F	0.522	29000	G G	2003
City of Honewell  36 Oaklawn Blvd  36 Oaklawn Blvd  36 Oaklawn Blvd	0.52 0.65 0.43	27000 27000 9900	G G	97% To:  97%  From: 97%  From: 97%  97%	0%	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par  1% 0%	1% 1% 1% k Rd 1%	0% 0% 0%	F F	0.085 0.083 0.079	F	0.522	29000 29000 11000	G G	2003
City of Honewell  36 Oaklawn Blvd  36 Oaklawn Blvd  36 Oaklawn Blvd	0.52	27000 27000	G G	97% To:  97%  From: 97%  To:  100  100  100  100  100  100  100  1	0%	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par	1% 1% k Rd 1%	0%	F	0.085	F	0.522	29000	G G	2003
City of Honewell  36 Oaklawn Blvd  36 Oaklawn Blvd  36 Oaklawn Blvd	0.52 0.65 0.43	27000 27000 9900	G G	97% To 97% 97% From 97% 97% From 57% 97% 97%	0% 0% 0% 0%	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par  1% 0%	1%  1%  k Rd  1%  1%  1%  1%	0% 0% 0% 0%	F F	0.085 0.083 0.079	F	0.522	29000 29000 11000	G G	2003
36 Oaklawn Blvd 36 Oaklawn Blvd 36 Oaklawn Blvd	0.52 0.65 0.43	27000 27000 9900	G G	97% To:  97%  From: 97%  From: 97%  97%  97%  10. 10. 10. 10. 10. 10. 10. 10. 10. 10	0% 0% 0% 0%	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par  1% 0%  1% 1%	1%  1%  k Rd  1%  1%  1%  1%	0% 0% 0% 0%	F F	0.085 0.083 0.079	F	0.522	29000 29000 11000	G G	2003
City of Honewell  36 Oaklawn Blvd  36 Oaklawn Blvd  Combine	0.52 0.65 0.43 ed Traffic:	27000 27000 9900 23000	G G G	97% To	0% 0% 0% 0% SR 36	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par  1% 0%  1% 1%  Par, Woodlawn St; Ki  1% 0%	1% 1% k Rd 1% 1% 1% 1% 1% enwood A	0% 0% 0% 0% 0%	F F F	0.085 0.083 0.079 NA	F F	0.522	29000 29000 11000 24000	G G G G	2003 2003 2003
City of Honewell  36 Oaklawn Blvd  36 Oaklawn Blvd  Combine  36 Winston Churchill Dr	0.52 0.65 0.43 ed Traffic: 0.60	27000 27000 9900 23000 20000	G G G G	97% To 97% 97% From 97% 97% 97% 97% From 97% From 97%	0% 0% 0% 0% SR 36 0%	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par  1% 0%  1% 1%  Par, Woodlawn St; K  1% 0%  Miles Ave	1%  1%  k Rd  1%  1%  1%  1%  1%  1%	0% 0% 0% 0% 0%	F F F F	0.085 0.083 0.079 NA 0.083	F F F	0.522	29000 29000 11000 24000 21000	G G G G	2003 2003 2003 2003
City of Honewell  36 Oaklawn Blvd  36 Oaklawn Blvd  Combine	0.52 0.65 0.43 ed Traffic:	27000 27000 9900 23000	G G G	97% To  From  97%  97%  10  97%  10  97%  10  97%  97%  97%  97%  97%  97%	0% 0% 0% 0% SR 36	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par  1% 0%  1% 196  Par, Woodlawn St; K  1% 0%  Miles Ave  1% 0%	1%  1%  k Rd  1%  1%  1%  1%  1%  1%	0% 0% 0% 0% 0%	F F F	0.085 0.083 0.079 NA	F F	0.522	29000 29000 11000 24000	G G G G	2003 2003 2003 2003
City of Honewell  36 Oaklawn Blvd  36 Oaklawn Blvd  Combine  36 Winston Churchill Dr  36 Winston Churchill Dr	0.52 0.65 0.43 ed Traffic: 0.60 0.39	27000 27000 9900 23000 20000 13000	G G G G	97% To  From  97%  Ta  From  97%  97%  75  From  97%  97%  75  From  97%  75  From  97%	0% 0% 0% 0% SR 36 0%	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par  1% 0%  1% 1%  Par, Woodlawn St; Ki  1% 0%  Miles Ave  1% 0%  SR 156 High Ave	1%  1%  k Rd  1%  1%  1%  1%  1%  1%  1%  1%	0% 0% 0% 0% 0%	F F F F	0.085 0.083 0.079 NA 0.083	F F F	0.522 0.527 0.548 0.56	29000 29000 11000 24000 21000 13000	G G G G	2003 2003 2003 2003 2003
36 Oaklawn Blvd 36 Oaklawn Blvd 36 Oaklawn Blvd Combine 36 Winston Churchill Dr	0.52 0.65 0.43 ed Traffic: 0.60	27000 27000 9900 23000 20000	G G G G	97% To  Prom 97% To 97% To From 97% 97% To From 97% To From 97% To From 97%	0% 0% 0% 0% SR 36 0%	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par  1% 0%  1% 1%  Par, Woodlawn St; Ki  1% 0%  Miles Ave  1% 0%  SR 156 High Avi  1% 0%	1%  1%  1%  1%  1%  1%  1%  1%  1%  1%	0% 0% 0% 0% 0%	F F F F	0.085 0.083 0.079 NA 0.083	F F F	0.522	29000 29000 11000 24000 21000	G G G G	2003 2003 2003 2003
City of Honewell  36 Oaklawn Blvd  36 Oaklawn Blvd  Combine  36 Winston Churchill Dr  36 Winston Churchill Dr	0.52 0.65 0.43 ed Traffic: 0.60 0.39	27000 27000 9900 23000 20000 13000	G G G G	97% To  Prom  97% To  97% To  From  97% To  From  97% To  From  97% To  From  97% To  To  To  To  To  To  To  To  To  To	0% 0% 0% 0% SR 36 0%	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par  1% 0%  1% 19  Par, Woodlawn St; K  1% 0%  Miles Ave  1% 0%  SR 156 High Ave  1% 0%  SR 156; Arlington	1%  1%  k Rd  1%  1%  1%  1%  1%  1%  1%  1%  Rd	0% 0% 0% 0% 0%	F F F F	0.085 0.083 0.079 NA 0.083	F F F	0.522 0.527 0.548 0.56	29000 29000 11000 24000 21000 13000	G G G G	2003 2003 2003 2003 2003
City of Honewell  36 Oaklawn Blvd  36 Oaklawn Blvd  Combine  36 Winston Churchill Dr  36 Winston Churchill Dr	0.52 0.65 0.43 ed Traffic: 0.60 0.39	27000 27000 9900 23000 20000 13000	G G G G	97% To  Prom  97%  To  97%  From  97%  From  97%  97%  From  97%  From  97%  97%	0% 0% 0% 0% SR 36 0%	1% 0%  WCL Hopewell  1% 0%  74-630 Jefferson Par  1% 0%  SR 36 Par  1% 0%  1% 1%  Par, Woodlawn St; Ki  1% 0%  Miles Ave  1% 0%  SR 156 High Avi  1% 0%	1%  1%  k Rd  1%  1%  1%  1%  1%  1%  1%  1%  Rd	0% 0% 0% 0% 0%	F F F F	0.085 0.083 0.079 NA 0.083	F F F	0.522 0.527 0.548 0.56	29000 29000 11000 24000 21000 13000	G G G G	2003 2003 2003 2003 2003

Time of Hamewell						Prince	George	Mainten	ance A	rea							
Standard	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
15th Avenue	City of Hopewell				F					i							
Second Processes   Composition of Traffic:   19000   G   87%   0%   7%   0%   7%   0%   0%   0%	15th Avenue	0.77	6400	G		0%			0%	0%	C	0.095	F	0 573	6900	G	2003
15th Avenue	36 Total Avenue	0.77	0400	G	3370	0 70			0 70	0 70	C	0.093	'	0.575	0300	O	2003
Procedury St	15th Avenue	0.22	2700			00/			00/	00/		0.005		0.505	2000		2002
Second   S	36 Total Avenue	0.22	2/00	G		0%			0%	0%	Г	0.095	Г	0.505	2900	G	2003
38   Proadway St   0.44   8200   G   99%   0%   1%   0%   0%   0%   0%   0%   0					From:												
Bith Avenue	36 Broadway St	0.44	8200	G	99%	0%			0%	0%	F	0.090	F	0.661	8900	G	2003
Second   S							6	oth Ave									
SR 10 Raidor Rel   SR 20 Raidor Bit   SR 30 Raidor Bit   SR 36 Calabras Bit   SR 36 Calabra		0.04	44000	_	<u> </u>	00/			00/	00/	_	0.005	_	0.007	44000	_	0000
Woodlawn St	36 oth Avenue	0.31	11000	G		0%				0%	F	0.085	F	0.637	11000	G	2003
36   Woodlawn St										<u> </u>							
Combined Traffic:   23000   G   97%   0%   1%   1%   1%   0%   F   NA   24000   G		0.04	40000	_		00/				00/	_	0.070	_		44000	0	0000
Woodlawn St   0.35   9600   G   97%   0%   1%   0%   1%   0%   0%   F   NA   21000   G   2003	36 Woodlawn St												F				2003
Woodlawn St		Combined Traffic:	23000	G	97%	0%	1%	1%	1%	0%	F	NA			24000	G	
Combined Traffic:   19000   G   97%   0%   1%   0%   1%   0%   1%   0%   F   NA   21000   G					From:					-							
Combined Traffic:   19000   G   97%   0%   1%   0%   0	(36) Woodlawn St	0.35	9600	G	97%	0%	1%	0%	1%	0%	С	0.091	F		10000		2003
Subsect County   Line   Subs		Combined Traffic:	19000	G							F	NA			21000	G	
Solid   Soli					To:	SR 3	6 Oaklawn	Blvd; Ker	iwood Av	re							
2.41 14000 G 81% 1% 1% 1% 1% 16% 0% F 0.069 F 12000 G 2003    Combined Traffic: 29000 G 75% 1% 2% 1% 2% 0% F NA 27000 G 2003   Combined Traffic: 29000 G 75% 1% 2% 1% 2% 0% F NA 27000 G 2003   Sometime		tv						a									
Combined Traffic:   29000   G   75%   1%   2%   1%   22%   0%   F   NA   27000   G		2.41	14000	c	<u> </u>	10/				00/	_	0.060	_		12000	_	2002
Second   S	95)												Г				2003
Sample   Street   Sample   S		Combined Traffic:	29000	G	75%	1%	2%	1%	22%	0%	F	NA			27000	G	
3.73 15000 G 81% 1% 1% 1% 16% 0% F 0.068 F 13000 G 2003 Combined Traffic: 35000 G 82% 1% 1% 1% 15% 0% F NA 29000 G    Orth	lorth				To: From:		74-6	523 Carson		-							
Combined Traffic:   35000   G   82%   1%   1%   1%   15%   0%   F   NA   29000   G		3.73	15000	G	81%	1%	1%	1%	16%	0%	F	0.068	F		13000	G	2003
A-54   2000   A   81%   1%   1%   1%   16%   0%   C   0.135   A   1700   A   2003		Combined Traffic:	35000	G	82%	1%	1%	1%	15%	0%	F	NA			29000	G	
A					To:		LIS 301	SD 35 SD	156								
Combined Traffic:   40000   A   82%   1%   1%   1%   15%   0%   C   0.120   A   0.564   34000   A				_		40/						- · · -			4=000		
South   1.11   16000   G   81%   1%   1%   1%   16%   0%   F   0.083   F   14000   G   2003	95)																2003
Sorth		Combined Traffic:	40000	Α	82%	1%	1%	1%	15%	0%	С	0.120	Α	0.564	34000	Α	
1.11   16000   G   81%   1%   1%   1%   16%   0%   F   0.083   F   14000   G   2003	Jorth				From:		J	JS 301		-							
Combined Traffic: 41000		1 11	16000	G	81%	1%	1%	1%	16%	0%	F	0.083	F		14000	G	2003
1-295   1-29	93)												•				
O.96   12000   G   81%   1%   1%   1%   16%   0%   F   0.069   F   9900   G   2003		Combined Hame.	11000		Tay	170			1070						0.000	Ū	
Combined Traffic:   28000   G   82%   1%   1%   1%   15%   0%   F   NA   23000   G					From:			1-295									
Site of Petersburg   Site of	95)	0.96	12000	G	81%	1%	1%	1%	16%	0%	F	0.069	F		9900	G	2003
Site of Petersburg		Combined Traffic:	28000	G		1%	1%	1%	15%	0%	F	NA			23000	G	
Starth   S					To:		R	ives Rd									
1.15 13000 G 81% 1% 1% 1% 16% 0% F 0.082 F 11000 G 2003    Combined Traffic: 30000 G 82% 1% 1% 1% 16% 0% F NA 25000 G																	
Combined Traffic: 30000 G 82% 1% 1% 1% 15% 0% F NA 25000 G    Value   Value		4 45	12000	_	<u> </u>	10/			160/	00/	_	0.000	г		11000	C	2002
North   Sussex County Line	95)												г				2003
2.79 20000 G 81% 1% 1% 1% 16% 0% F 0.082 F 17000 G 2003  Combined Traffic: 43000 G 82% 1% 1% 1% 15% 0% F NA 36000 G  North  To a serious Sussex County Line  2.91 16000 G 69% 1% 2% 1% 27% 1% F 0.076 F 16000 G 2003  Combined Traffic: 29000 G 75% 1% 2% 1% 22% 0% F NA 27000 G		Combined Traffic:	30000	G		1%	1%	1%	15%	υ%	F	NΑ			25000	G	
2.79 20000 G 81% 1% 1% 1% 16% 0% F 0.082 F 17000 G 2003  Combined Traffic: 43000 G 82% 1% 1% 1% 15% 0% F NA 36000 G  Outh  To US 460 West St  O.50 20000 N 81% 1% 1% 1% 16% 0% N 0.082 N 17000 N 2003  Combined Traffic: 43000 N 82% 1% 1% 1% 15% 0% N NA 36000 N  To I-85  Combined Traffic: 20000 G 69% 1% 2% 1% 27% 1% F 0.076 F 16000 G 2003  Combined Traffic: 29000 G 75% 1% 2% 1% 22% 0% F NA 27000 G	North				From:		W	agner Rd									
Combined Traffic: 43000 G 82% 1% 1% 1% 15% 0% F NA 36000 G    North   US 460 West St   US 460 West St		2.79	20000	G	81%	1%	1%	1%	16%	0%	F	0.082	F		17000	G	2003
North   From   US 460 West St		Combined Traffic:	43000	G	82%	1%	1%	1%	15%	0%	F	NA			36000	G	
O.50   20000   N   81%   1%   1%   16%   0%   N   0.082   N   17000   N   2003					To:					L							
Combined Traffic: 43000 N 82% 1% 1% 1% 15% 0% N NA 36000 N    Combined Traffic: 43000 N   82% 1% 1% 1% 1% 15% 0% N NA 36000 N   1-85   1-85   1-85										601		0.05-			4=0		
Trince George County   Sussex County Line   Susse	95)												N				2003
Sussex County Line   Sussex		Combined Traffic:	43000	N		1%			15%	0%	N	NA			36000	N	
Sussex County Line  2.91 16000 G 69% 1% 2% 1% 27% 1% F 0.076 F 16000 G 2003  Combined Traffic: 29000 G 75% 1% 2% 1% 22% 0% F NA 27000 G					In:			1-85									
2.91 <b>16000 G</b> 69% 1% 2% 1% 27% 1% F 0.076 F 16000 G 2003 Combined Traffic: <b>29000 G</b> 75% 1% 2% 1% 22% 0% F NA 27000 G		tv			Erem		C	Q									
Combined Traffic: <b>29000 G</b> 75% 1% 2% 1% 22% 0% F NA 27000 G		2.04	16000	c	<u> </u>	10/				10/	_	0.076	F		16000	C	2002
	95)												٢				2003
		Combined Frattic:	29000	G	/5% To:	1%			22%	υ%	F	NA			2/000	G	

					Prince	e George	e Mainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George Cour	itv			From:												
South	2.40	20000	_		40/		623 Carson		00/	_	0.077	_		47000	0	2002
95	3.42	20000	G	83%	1%	1%	0%	14%	0%	F	0.077	F		17000	G	2003
	Combined Traffic:	35000	G	82%	1%	1%	1%	15%	0%	F	NA			29000	G	
Courth				From:		US 301,	SR 35, SR	156								
South	5.45	20000	Α	83%	1%	1%	0%	14%	0%	С	0.133	Α		17000	Α	2003
95	Combined Traffic:			82%	1%	1%	1%			С						2000
	Combined Trainc.	40000	Α	02%	170	170	170	15%	0%	C	NA			34000	Α	
South				From:		1	US 301									
95)	0.58	25000	G	83%	1%	1%	0%	14%	0%	F	0.078	F		20000	G	2003
000	Combined Traffic:	41000	G	82%	1%	1%	1%	15%	0%	F	NA			34000	G	
			•	-	. , ,	.,,		.070		·				0.000	•	
South				From:			I-295									
95)	0.42	16000	G	83%	1%	1%	0%	14%	0%	F	0.08	F		13000	G	2003
	Combined Traffic:	28000	G	82%	1%	1%	1%	15%	0%	F	NA			23000	G	
				To:		SCL	Petersbur									
City of Petersburg																
South				From:		SCL	Petersburg	g	J							
95)	0.34	16000	G	83%	1%	1%	0%	14%	0%	F	0.08	F		13000	G	2003
	Combined Traffic:		G	82%	1%	1%	1%	15%	0%	F	NA			23000	G	
			•	To:	. 70			. 5 / 0		•	. •, •			_5555	-	
South				From:		F	Rives Rd									
95)	1.22	17000	G	83%	1%	1%	0%	14%	0%	F	0.082	F		14000	G	2003
	Combined Traffic:	30000	G	82%	1%	1%	1%	15%	0%	F	NA			25000	G	
				To:		W	/ D.J		1							
South				From:		W	agner Rd									
95)	2.29	23000	G	83%	1%	1%	0%	14%	0%	F	0.082	F		19000	G	2003
	Combined Traffic:	43000	G	82%	1%	1%	1%	15%	0%	F	NA			36000	G	
				To	115.46	0. HS 301	Crater Rd	l: County l	D.d.							
South				From:				*								
95)	0.53	23000	N	83%	1%	1%	0%	14%	0%	N	0.082	Ν		19000	N	2003
	Combined Traffic:	43000	N	82%	1%	1%	1%	15%	0%	Ν	NA			36000	Ν	
				To:			I-85									
Prince George Cour	ntv															
				From:		ECL	Petersbur	g								
106 Courthouse F	Rd 2.39	8300	G	95%	2%	1%	1%	2%	0%	F	0.096	F	0.53	9000	G	2003
				To		74.6	34 Allin R	d								
106 Courthouse F	Rd 0.42	9800	G	95%	2%	1%	1%	2%	0%	С	0.103	F	0.521	11000	G	2003
106 Courtiouse i	tu 0.42	3000	J	<u></u>	2 /0	1 70	170	270	070	O	0.100	•	0.021	11000	J	2000
$\overline{}$				From:			74-1510									
106 Courthouse F	Rd 0.44	9300	G	95%	2%	1%	1%	2%	0%	F	0.104	F	0.560	10000	G	2003
$\smile$				From:		74-616 L	aurel Sprir	ng Rd	<del></del> j							
106 Courthouse F	Rd 1.50	5900	G	95%	2%	1%	1%	2%	0%	F	0.091	F	0.699	6400	G	2003
100)			-	т						-		•			-	
Bypas				From:		BYP SR	156 Ruffi	n Rd								
106)(156)	1.09	5600	G	85%	1%	0%	1%	13%	0%	F	0.087	F	0.53	6100	G	2003
				To:			74.600									
Bypas				From:			74-609									
106 (156)	3.47	3600	G	85%	1%	0%	1%	13%	0%	С	0.091	F	0.516	3900	G	2003
				To:		RT 156	BUS & R	T 10	1							
106) (10)	0.73	11000	G	93%	1%	1%	1%	4%	0%	С	0.091	F	0.594	11000	G	2003
100	30		_		. , •				_ , ,	•		•			-	
				From:	401		0 & RT 15				0.000	_	0 ====		_	
106 (156)	2.69	4100	G	89%	1%	1%	2%	8%	0%	С	0.093	F	0.532	4100	G	2003
$\sim$				To:		Charles C	City County	y Line								
				From:			SR 36									
144	2.58	29000	Α	98%	0%	1%	1%	1%	0%	С	0.103	Α	0.534	29000	Α	2003
				To:		Chesterfi	eld County	Line								
				From:			SR 35		· · · · · · · · · · · · · · · · · · ·			•				
156)	0.17	1900	G	90%	4%	1%	1%	5%	0%	F	0.088	F	0.649	1900	G	2003
100	0.17	1300	G	90 70 To:	₹ /0		US 301	J /0	0 /0	1	0.000	1	0.048	1300	3	2003
							09 201									

					F IIIIC	e George Mairite	ilalice A	ca							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:				-							
450	4.09	1700	G	90%	4%	US 301 1% 1%	5%	0%	С	0.113	F	0.723	1700	G	2003
156	4.00	1700	Ū	To:	770		070		Ü	0.110	•	0.720	1700	Ü	2000
450	3.07	2300	G	From: 90%	4%	74-626 1% 1%	5%	0%	F	0.108	F	0.692	2300	G	2003
156	3.07	2000	Ü	JU 70				070	'	0.100		0.002	2000	J	2000
(	5.73	4600	G	From: 87%	5%	US 460 West of Disp 1% 1%	putanta 7%	0%	С	0.132	F	0.631	4600	G	2003
156	5.75	4000	G	07 70	370			0 /0	C	0.132	'	0.031	4000	G	2003
	0.00	CE00		From:	40/	SR 106-156 By F		00/		0.007		0.550	7000		2002
156	0.62	6500	G	97% To:	1%	1% 0% 74- 674	1%	0%	С	0.097	F	0.552	7000	G	2003
				From:		74-674									
156)	2.51	7100	G	97%	1%	1% 0%	1%	0%	F	0.093	F	0.559	7600	G	2003
$\smile$				To:		SCL Hopewel	l								
City of Hopewell															
			_	From:	101	SCL Hopewel		201	_		_		40000		
156 Arlington Rd	0.56	9600	G	97%	1%	1% 0%	1%	0%	F	0.083	F	0.551	10000	G	2003
<u> </u>				From:		Berry Street		-							
156 High Ave	0.38	6600	G	98%	0%	0% 0%	1%	0%	С	0.092	F	0.680	7100	G	2003
				To: From:		Winston Churchil	l Rd								
156 (36) Winston Churchill	0.25	12000	G	97%	0%	S RT 36 1% 0%	1%	0%	F	0.083	F	0.657	13000	G	2003
156 36 Winston Churchill	0.25	12000	G	97 70 To:	070	N RT 36	1 70	070	Г	0.063	Г	0.037	13000	G	2003
				From:		Arlington Rd									
156 Winston Churchill Rd	0.55	17000	G	98%	0%	1% 1%	1%	0%	F	0.082	F	0.547	17000	G	2003
				To		South 6Th Av	e								
Winston Churchill Dr	0.80	8300	G	From: 98%	0%	1% 1%	1%	0%	F	0.084	F	0.541	8500	G	2003
100)				To-		Randolph Rd									
				From:		S RT 10									
156 (10) Randolph Rd	1.26	9500	G	94%	0%	2% 1%	3%	0%	F	0.085	F	0.628	11000	G	2003
				Tn·		ECL Hopewel	1								
rince George County				From:		EGI II I	1								
450 40	1.17	9600	G	94%	0%	ECL Hopewel	3%	0%	F	0.094	F	0.650	11000	G	2003
156 10	1.17	3000	J	3470	070		370	070	'	0.054		0.000	11000	O	2000
	0.70	44000	_	From:	40/	W SR 156	40/	00/		0.004	_	0.504	11000		2002
156 10	0.73	11000	G	93%	1%	1% 1%	4%	0%	С	0.091	F	0.594	11000	G	2003
				From:		N SR 10		-							
156)	2.69	4100	G	89%	1%	1% 2%	8%	0%	С	0.093	F	0.532	4100	G	2003
<u> </u>				To:		Charles City County	y Line								
Sypas				From:		SR 106 & 156									
156)	1.09	5600	G	85%	1%	0% 1%	13%	0%	F	0.087	F	0.53	6100	G	2003
hmac				To: From:		74-609									
Bypas 156	3.47	3600	G	85%	1%	0% 1%	13%	0%	С	0.091	F	0.516	3900	G	2003
130)				To:		SR 10-156 East of He			_		-				
City of Honewell				-											
East				From:		NCL Hopewel	1								
295)	3.30	17000	F	75%	1%	2% 0%	22%	0%	F	0.082	F		15000	F	2003
Combined	Traffic:	35000	F	75%	1%	1% 0%	22%	0%	F	NA			31000	F	
					East I-	295 is signed as		295							
				To:		SCL Hopewel	l								
rince George County															
East				From:		SCL Hopewel									
295)	0.15	17000	F	75%	1%	2% 0%	22%	0%	F	0.082	F		15000	F	2003
Combined	Traffic:	35000	F	75%	1%	1% 0%	22%	0%	F	NA			31000	F	
					East I-	295 is signed as	South I-	295							
				To:		SR 36									

					Prince	e George Mair	tenance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George Cou	ıntv			From:		an ac		-							
East	6.39	11000	G	75%	1%	SR 36 2% 0%	22%	0%	F	0.084	F		9800	G	2003
295															2003
	Combined Traffic:	20000	G	75%	1%	1% 0%		0%	F	0.076	F	0.550	18000	G	
					East I-	295 is signed	as South I	-295							
				To: From:		US 460									
East	3.03	8700	Α	75%	1%	2% 0%	22%	0%	С	0.138	Α		7600	Α	2003
295												0.040			2003
	Combined Traffic:	18000	Α	75%	1%	1% 0%		0%	С	0.119	Α	0.642	16000	Α	
				To:	East I-	295 is signed	as South I	-295							
						I-95									
City of Honewell															
West			_	From:		NCL Hope			_		_			_	
295	3.30	18000	F	76%	1%	1% 0%		0%	F	0.091	F		16000	F	2003
	Combined Traffic:	35000	F	75%	1%	1% 0%		0%	F	NA			31000	F	
					West I-	-295 is signed	as North I	-295							
				To:		SCL Hopey	vell								
Prince George Cou	ıntv														
West				From:		SCL Hopey					•				
295)	0.61	18000	F	76%	1%	1% 0%	22%	0%	F	0.091	F		16000	F	2003
	Combined Traffic:	54000	G	85%	1%	1% 1%	13%	0%	F	NA			52000	G	
					West I-	-295 is signed		-295							
				To:											
West				To: From:		SR 36									
295)	6.77	9000	G	76%	1%	1% 0%	22%	0%	F	0.073	F		8400	G	2003
	Combined Traffic:	20000	G	75%	1%	1% 0%	22%	0%	F	NA			18000	G	
					West I-	-295 is signed	as North I	-295							
				To:		US 460									
West				From:		03 400									
295)	2.32	8900	Α	76%	1%	1% 0%	22%	0%	С	0.134	Α		8100	Α	2003
	Combined Traffic:	18000	Α	75%	1%	1% 0%	22%	0%	С	NA			16000	Α	
					West I-	-295 is signed	as North I	-295							
				To:		I-95									
				From:		Sussex Count	v.I. ine	Ì							
301 Crater Rd	2.69	930	G	85%	2%	1% 7%		0%	С	0.098	F	0.659	930	G	2003
301 Crater Rd	2.00	330	J	0570				070	O	0.000		0.000	330	J	2000
~~~				From:		74-604; 74-623 R									
(301) Crater Rd	3.86	1400	G	85%	2%	1% 7%	5%	0%	F	0.088	F	0.640	1400	G	2003
~				To:		SR 35 Courtla	nd Rd								
(301) (35)	0.27	950	G	82%	1%	1% 1%		0%	F	0.116	F	0.533	950	G	2003
	<del></del> -			To:		I-95; SR 1								-	
				From:		I-95; SR									
(301)(156)	0.17	1900	G	90%	4%	1% 1%		0%	F	0.088	F	0.649	1900	G	2003
				To:		CD 156 Drings C	aaraa Du								
301 Crater Rd	4.42	2200	G	96%	1%	SR 156 Prince G		0%	С	0.107	F	0.708	2200	G	2003
(301) Crater Rd	4.42	2200	3		1 /0		1 /0	U /0	C	0.107	ı	0.700	2200	9	2003
~~~				From:		I-95									
301 Crater Rd	2.07	6600	G	99 <u>%</u>	0%	0% 0%	0%	0%	С	0.1	F	0.673	6600	G	2003
~				To:		SCL Peters	ourg								
				From:		Dinwiddie Cou	nty Line								
(460) County Dr	0.40	12000	G	86%	1%	2% 1%		0%	F	0.082	F	0.572	13000	G	2003
400	23													-	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	^ = '	45000		From:	407	I-295	470/	001		0.070	k :	0.545	44000	k i	0000
460 County Dr	0.74	15000	N	79%	1%	2% 1%	17%	0%	N	0.076	N	0.515	14000	N	2003
				To: From:		74-629									
60 County Dr	3.07	15000	G	79%	1%	2% 1%	17%	0%	F	0.076	F	0.515	14000	G	2003
.55			-	To											
( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	0.00	40000	^	From:	40/	SR 156 Prince G		007	_	0.070	_	0.000	15000	^	2002
(460) County Dr	6.20	16000	G	79%	1%	2% 1%		0%	F	0.078	F	0.602	15000	G	2003
~				To:		Sussex Count	y Line								

					1 111100	Coorge	iviairiteri	ance A	ca							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		7	4-611		ī							
600	1.77	260	R			,	4-011				NA			NA		08/14/200
				To		Surry (	County Lin	e								
				From:		US 46	60; 74-624									
601)	0.80	100	R								NA			NA		08/14/200
				From:		7	4-613									
601)	3.06	140	R	т			T.				NA			NA		08/14/200
				To: From:			County Lin	e								
	0.43	110	R	From:		7	4-653				NA			NA		08/14/200
602	0.40	110		To:		De	ead End				14/3			IVA		00/14/200
				From:			Petersburg									
603)	1.29	1300	R								NA			NA		1993
				To		S	R 106									
				From:	Di	nwiddie Co	unty Line	NORTH								
604)	2.34	490	G	93%	1%	1%	2%	3%	0%	F	0.088	F	0.637	490	G	2003
				To: From:		26-703; D	in CL SO	UTH								
(604)	0.16	1400	G	93 <u>%</u>	1%	1%	2%	3%	0%	С	0.090	F	0.617	1400	G	2003
				To:			01; 74-623									
	1 10	400	_	From:		Dinwiddi	e County I	Line			NIA			NIA		00/40/000
605)	1.40	480	R								NA			NA		08/16/200
$\overline{}$	0.00	200	_	From:		7	4-621				NIA			NIA		00/40/000
605)	0.20	680	R								NA			NA		08/16/200
	0.04	200	_	From:		SR 3	5; 74-622				NIA			NIA		00/40/000
605)	0.81	200	R	To:		Service	e Road I-9	5	1		NA			NA		08/16/200
				From:			e County I		<u>.</u>							
(606)	0.50	290	R	<u> </u>		Diliwiddi	e County 1	JIIC			NA			NA		08/16/200
000				To:		7	4-622									
				From:		Dinwiddi	e County I	Line								
(607)	2.35	290	R								NA			NA		08/16/200
				From:		F	R-122									
607)	0.35	1300	R								NA			NA		08/16/200
				To:			4-608									
	0.55	4400	_	From:		U	JS 301				NIA			NIA		00/40/000
(608)	2.55	1100	R								NA			NA		08/16/200
$\overline{}$	0.04	4000		From:	40/		4-622	40/	00/		0.004	_	0.07	4000	_	0000
(608)	0.81	1000	G	97% To:	1%	1% Dinwiddi	0% e County I	1%	0%	С	0.094	F	0.67	1000	G	2003
Di						Dinwida	e county I	Jille	·							
Dinwiddie County				From:		Prince Geo	rge County	Line								
(608)	0.31	1000	N	97%	1%	1%	0%	1%	0%	Ν	0.094	Ν	0.67	1000	Ν	2003
				To: From:		SR 34	45; 26-677		-							
608)	1.00	2000	G	99%	1%	0%	0%	0%	0%	С	0.141	F	0.658	2100	G	2003
				To:		SCL	Petersburg		J							
Prince George County				From:		CD 1	56 Dr		ı							
600	1.34	2500	G	95%	2%	1%	56 Bypass 0%	1%	0%	С	0.094	F	0.591	2500	G	2003
609	1.0-	_000	-	Tc-	-70			1,0		9	5.55∓	•	5.001	_000	9	2000
600	2.57	1500	G	95%	2%	1%	<sup>7</sup> 4-636 0%	1%	0%	F	0.094	F	0.662	1500	G	2003
(609)			_		-70			. 70		_ '			0.002		_	
<u> </u>				From:		-/	4-635									
609	1.86	1000	G	95%	2%	1%	0%	1%	0%	F	0.098	F	0.691	1000	G	2003

					PIIICE	e George Mainter	iance A	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		SR 10		1							
610)	2.00	190	R	<u>                                     </u>		510 10				NA			NA		08/14/200
				To-		74-611									
$\bigcirc$	0.40	40		From:		Dead End									00/44/000
611)	0.48	48	R							NA			NA		08/14/200
	2.00	140	R	From:		74-625				NA			NA		08/14/200
611)	2.00	140	IX.	To:		74 (12				INA			INA		00/14/200
<b>611</b> )	1.70	160	R	From:		74-612				NA			NA		08/14/200
611)	2.92	160	R	From:		74-658				NA			NA		08/14/200
	2.40	470		From:	40/	74-1201	70/	00/		0.004		0.500	470		2002
611)	2.10	170	G	87%	4%	1% 1%	7%	0%	С	0.081	F	0.533	170	G	2003
	3.27	170	R	From:		74-610				NA			NA		08/14/200
611)	5.21	170	IX	To:		Dead End		1		INA			INA		00/14/200
				From:		74-611		1							
(612)	0.90	150	R					•		NA			NA		08/14/200
				To:		74-616									
	1.50	140	R	From:		Sussex County L	ine			NA			NA		08/14/2002
613	1.50	140	ĸ	. —						NA			INA		06/14/200
(242)	1.80	340	R	From:		74-601				NA			NA		08/14/200
613)	1.00	340		To:		74-625				INA			14/5		00/14/200/
				From:		SR 10 WEST									
614)	1.90	260	R							NA			NA		08/14/200
				From:		74-615									
614)	3.20	100	R							NA			NA		08/14/200
				To: From:		SR 10 EAST									
(245)	0.40	10	R	FIOIII.		74-614				NA			NA		08/14/200
615)	0.40			To:		Dead End				1473			147.		00/14/200
				From:		SR 106; 74-72	1								
(616)	1.96	4100	G	95%	3%	0% 0%	1%	0%	С	0.163	F	0.594	4100	G	2003
				To: From:		SR 156 NORTI SR 156 SOUTI									
616)	2.50	1500	G	96%	2%	0% 1%	0%	0%	F	0.103	F	0.652	1600	G	2003
				To- From:		74-618									
616	4.13	900	G	96%	2%	0% 1%	0%	0%	С	0.108	F	0.656	910	G	2003
				To: From:		74-625									
616)	3.77	410	G	96%	2%	0% 1%	0%	0%	F	0.09	F	0.658	410	G	2003
				To:		SR 10									
	0.90	60	R	From:		74-618				NA			NA		08/14/200
617)	0.50	00		To:		Dead End				INA			14/5		00/14/200/
				From:		74-627									
618	2.37	340	R							NA			NA		08/14/200
				To: From:		74-630 WEST 74-630 EAST									
618)	0.10	320	R	<u> </u>		74-050 EAST				NA			NA		08/14/200
				To		US 460									
618)	1.20	200	R	From:		22.00				NA			NA		08/14/200
				To: From:		74-629		$\neg$							
618)	2.76	190	R							NA			NA		08/14/2002
				To:		74-632									

Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			(.)(:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		74-632		1							
618)	0.94	210	R	<u> </u>		74-032				NA			NA		08/14/2002
	0.50	070		To: From:		74-635				NIA.			NIA.		00/44/0000
618)	0.50	270	R	To		74-616				NA			NA		08/14/2002
				From:		74-625									
619	2.10	100	R	To:		74-627				NA			NA		1993
				From:		74-638									
620	1.00	90	R							NA			NA		1999
	1.90	80	R	To: From:		1.00 ME 74-63	8			NA			NA		1993
620	1.90	80	ĸ	To:		74-627				INA			INA		1993
				From:		74-604									
621)	2.28	210	R	To:		74-605				NA			NA		1993
				From:		SR 35; 74-605									
622	1.50	430	R			•			ı	NA			NA		1993
	0.20	220		From:		74-606				NIA			NIA		4000
622	0.30	320	R	To:		74-607 EAST				NA			NA		1993
	2.70	380	R	From:		74-607 WEST	1			NA			NA		1993
622	2.70	300	K	To:		74-608				INA			INA		1993
				From:		Sussex County L									
623	0.30	230	G	94%	3%	0% 1%	2%	0%	F	0.097	F	0.5	240	G	2003
623	2.42	340	G	From: 94%	3%	74-667 0% 1%	2%	0%	С	0.093	F	0.531	340	G	2003
				To: From:		74-670					•				
623	0.55	700	G	91 <u>%</u>	1%	3% 2%	4%	0%	С	0.100	F	0.608	700	G	2003
				To: From:		US 301; 74-60									
(624)	1.00	100	R	r rom.		Sussex County L	ine			NA			NA		08/14/2002
				То:		US 460; 74-60									
625	0.96	770	G	From:		Sussex County L	ine			NA			760	G	2003
625)				To		74-619									
(625) (625)	2.68	910	G	From:				'	, i	NA			910	G	2003
	2.00	4400		To: From:		74-630				0.444		0.005	1100		2222
(625)	0.09	1100	G	To:		US 460 EAST			]	0.111	F	0.625	1100	G	2003
625)	0.51	720	G	From: 95%	2%	US 460 WEST	2%	0%	С	0.106	F	0.684	720	G	2003
(625)	0.51	720	G		270	1% 0% 74-613	Z 70	0%		0.100	Г	0.004	720	G	2003
625	4.17	320	G	From: 95%	2%	1% 0%	2%	0%	F	0.097	F	0.652	320	G	2003
				To: From:		74-611									
625	1.48	320	G	95%	2%	1% 0%	2%	0%	F	0.124	F	0.771	320	G	2003
	2.98	410	G	From: 95%	2%	74-616 1% 0%	2%	0%	F	0.092	F	0.636	410	G	2003
625)	2.00	710		To:	£ /0	SR 10	£ /0	J /0		0.002	•	0.000	710		2000
	0.00		_	From:		47-627				<b>.</b>					00/40/555
626	3.00	680	R	Too		OD 150		1	ĺ	NA			NA		08/16/2002
626)	1.60	960	G	From: 97%	3%	SR 156 0% 0%	0%	0%	F	0.113	F	0.599	960	G	2003
				To:		1.60 M FRM SR									

					1 111100	ocorge	c iviali ito	Hance A	ica							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		1.60 M	FRM SR	156	1							
626)	1.00	1100	G	97%	3%	0%	0%	0%	0%	С	0.096	F	0.698	1200	G	2003
626	0.80	3000	G	From: 98%	0%	1%	74-649 0% US 301	1%	0%	С	0.107	F	0.641	3300	G	2003
				From:			c County I	ina								
627)	2.43	420	G	93%	4%	1%	0%	2%	0%	F	0.090	F	0.605	420	G	2003
027)				To: From:			74-662		1							
627)	1.15	490	G	93%	4%	1%	0%	2%	0%	С	0.108	F	0.597	490	G	2003
627	4.30	580	G	96% To:	1%	3%	74-619 0%	1%	0%	С	0.112	F	0.504	580	G	2003
				From:			74-630									
620	1.36	240	R	FIOIII.			74-608				NA			NA		09/24/200
628	1.00			To:		1.36 M	FRM 74-	608								00/2 1/200/
$\bigcirc$	0.00	050	_	From:		1.36 M	I FRM 74-	-608						NIA		00/04/000
628)	0.80	250	R	To:			74-629				NA			NA		09/24/2002
				From:			Petersbu	ro	i							
629	2.28	1100	G	98%	1%	1%	0%	1%	0%	F	0.108	F	0.601	1200	G	2003
				To:			; Gap Te									
(629) (629)	1.55	4600	G	98%	1%	1%	Petersbur 0%	rg 1%	0%	С	0.100	F	0.512	5000	G	2003
				From:			630 WEST								_	
(629)	0.04	5100	G	98% To:	1%	1%	0% 630 EAST	1%	0%	F	0.099	F	0.564	5500	G	2003
				From:		74-	630 WEST	Γ								
629	0.11	2500	G	98%	1%	1%	0%	1%	0%	F	0.098	F	0.571	2600	G	2003
				To: From:			US 460		-							
629	2.82	1200	G	96%	1%	1%	2%	1%	0%	С	0.110	F	0.588	1200	G	2003
				To: From:			SR 156									
629	1.15	750	R								NA			NA		08/14/200
				To: From:			74-635									
629	2.92	250	R	To:			74-618				NA			NA		08/14/2002
				From:												
(630)	0.21	530	R				74-625				NA			NA		08/16/200
000				To		74.	618 EAST	,								
630	0.04	800	R	From:		- / .	010 12 101				NA			NA		08/16/2002
				To		74-0	618 WEST	Γ								
630	2.78	320	R	From:							NA			NA		08/16/2002
				To: From:			74-627		-							
630	0.70	1500	G	97%	1%	0%	1%	1%	0%	С	0.097	F	0.507	1500	G	2003
				To: From:			SR 156		-							
630	2.10	1700	G	99%	0%	0%	0%	0%	0%	F	0.118	F	0.738	1700	G	2003
				To: From:			74-649		-							
630	0.90	3500	G	99%	0%	0%	0%	0%	0%	С	0.104	F	0.566	3700	G	2003
				To: From:			29 SOUT 29 NORT									
630	0.08	3000	G	99%	0%	0%	0%	0%	0%	F	0.103	F	0.662	3200	G	2003
				To: From:			US 460									
630	2.11	1600	G	97%	2%	1%	0%	0%	0%	С	0.113	F	0.59	1800	G	2003
				To: From:			SR 106									
630	1.03	3000	R	Tav			74 (2)				NA			NA		08/16/2002
				To:			74-634									

					1 111100		Mainten									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		,	74.624		1							
620)	1.51	8500	G	98%	1%	0%	74-634 1%	0%	0%	С	0.099	F	0.562	9100	G	2003
(630)	1.01	0000	Ū	To:	170			070		Ū	0.000	·	0.002	0.00	Ū	2000
630)	1.27	13000	G	From: 98%	1%	0%	74-646 1%	0%	0%	F	0.097	F	0.552	14000	G	2003
630				To:	.,,		Hopewell			-						
				From:		,	74-604									
631)	0.44	170	R								NA			NA		08/16/2002
				To: From:		,	74-675									
631)	0.35	210	R								NA			NA		08/16/2002
				To:			74-671									
631)	1.83	150	R								NA			NA		08/16/2002
				To:			74-638									
				From:		,	74-618									
632	0.17	110	R	To:		D	J F J		1		NA			NA		08/16/2002
				From:			ead End		<u> </u>							
	0.51	4600	G	96%	3%	1%	74-630 1%	0%	0%	С	0.099	F	0.575	5000	G	2003
634)	0.51	4000	G	To:	370		SR 106	0 70	0 70	C	0.033	'	0.575	3000	O	2005
				From:			74-629		 [							
635)	2.35	190	R	<u> </u>			71 02)				NA			NA		08/14/2002
000				To:			74-695									
635)	3.75	270	R	From:			74-093				NA			NA		08/14/2002
635				To			74-665									
635)	1.10	610	R	From:			74-003				NA			NA		08/14/2002
033				To:			74-609									
635)	2.20	520	R	From:			74-009				NA			NA		08/14/2002
(033)				To:			SR 10									
				From:			74-635									
636	2.10	250	R	-					-		NA			NA		08/14/2002
				To: From:		-	74-686									
636	0.80	780	R								NA			NA		08/14/2002
				To-			74-609									
$\bigcirc$				From:		Sussex	County Li	ne								
637	0.70	180	R	To:			GD 25				NA			NA		08/16/2002
							SR 35									
(m)	0.88	150	G	95%	2%	1%	County Li	1%	0%	F	0.127	F	0.513	150	G	2003
638	0.00	130	0	_	2 /0			1 /0	0 70		0.127	'	0.515	150	O	2003
<u></u>	2.60	510	G	From: 95%	2%	1%	74-650 <b>0</b> %	1%	0%	С	0.129	F	0.6	510	G	2003
638)	2.00	310	0	3370	2 /0			1 /0	0 70	C	0.129	'	0.0	310	O	2003
	2.50	420	G	From: 96%	2%	1%	SR 35 0%	0%	0%	С	0.119	F	0.569	430	G	2003
638)	2.50	420	0	30 /0	2 /0			0 70	0 70	C	0.119	'	0.509	430	O	2003
	0.27	1100	G	From: 96%	2%	1%	74-662 0%	0%	0%	F	0.114	F	0.694	1100	G	2003
638)	0.21	. 100	3	90 70 To:	∠ /0		SR 156	J /0	J /0		0.114		0.034	1100	G	2000
				From:			SR 10									
639	2.00	180	R	<u> </u>							NA			NA		08/14/2002
				To:			74-640		1_							
639	1.66	130	R	From:			, 1 070				NA			NA		08/14/2002
				To:		D	ead End									
				From:			74-639									
640	1.00	30	R								NA			NA		08/14/2002
				To:		D	ead End									

					PIIICE	e George Mainten	iance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		SR 156		1							
641)	1.36	1300	R	<u> </u>		~~~				NA			NA		08/14/2002
				To: From:		74-646									
641)	1.44	960	G	95%	3%	1% 0%	1%	0%	F	0.116	F	0.529	960	G	2003
				From:		SR 10 NORTH									
641)	3.00	190	R	To:		SR 10 SOUTH				NA			NA		08/28/2002
				From:		SR 10		1							
642)	0.53	2800	R			SIC 10				NA			NA		08/14/200
				To:		74-1413		-							
642	0.07	690	R	110111.						NA			NA		1999
				To: From:		74-1412		]							
642)	0.06	610	R							NA			NA		1999
	2.12			From:		74-1411									
642	0.12	540	R	To:		74-1404 WEST	,			NA			NA		1999
				From:		74-1405 WEST									
642	0.07	500	R							NA			NA		1999
				To: From:		74-1405 EAST									
642	0.07	430	R							NA			NA		1999
				To: From:		74-707									
642	0.08	250	R	To		74.707				NA			NA		1999
				From:		74-706									
643)	0.09	20	R	110111.		Dead End				NA			NA		08/28/200
043)				To		74-647									
_				From:		SR 10; SR 156 By	oass								
644)	0.80	70	R	. —						NA			NA		09/24/200
				To:		Dead End									
	0.78	4600	G	99%	0%	NCL Petersburg	0%	0%	F	0.088	F	0.512	4900	G	2003
645)	0.76	4000	G	33 /0	0 70		0 70	0 70	'	0.000	•	0.512	4300	O	2003
645	1.19	1600	G	From: 99%	0%	74-684 0% 0%	0%	0%	F	0.113	F	0.507	1800	G	2003
645)				To:		74-725				00	•	0.00.			
645)	1.11	5600	G	From: 99%	0%	0% 0%	0%	0%	С	0.1	F	0.615	6000	G	2003
(645)				To:		74-694									
645)	2.15	5200	G	99%	0%	0% 0%	0%	0%	F	0.101	F	0.634	5600	G	2003
				To- From:		2.15 M FRM 74-6	94								
645)	0.19	4800	G	99%	0%	0% 0%	0%	0%	F	0.101	F	0.564	5200	G	2003
				To:		SCL Hopewell									
$\bigcirc$	0.47		_	From:	00/	74-630	00/	00/	_	0.400	_	0.040	7500	_	
646)	2.17	6900	G	99% To:	0%	0% 0% SR 156 SOUTH	0%	0%	С	0.102	F	0.649	7500	G	2003
				From:		SR 156 NORTH									
646)	2.72	1300	G	99%	0%	0% 0%	0%	0%	F	0.101	F	0.524	1400	G	2003
				To: From:		SR 156 Bypass		}							
646)	0.81	750	G	98%	1%	0% 0%	1%	0%	С	0.113	F	0.542	750	G	2003
				To: From:		74-708									
646)	0.79	870	G	98% To:	1%	0% 0%	1%	0%	F	0.096	F	0.527	870	G	2003
				From:		74-641 EAST 74-641 WEST		-							
646)	2.40	310	R	<u></u>						NA			NA		09/24/2002
				To:		74-609									

					1 111100	e George Mairile				I/		D:=			
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		74-1159 Haley I	Rd	1							
647)	0.46	360	R							NA			NA		1999
	0.00	500	_	To: From:		74-1200		}		NIA			NIA		4000
647)	0.09	580	R	To:		74 (42				NA			NA		1999
647)	0.44	600	R	From:		74-643				NA			NA		1999
				To:		74-646									
648	0.11	70	R	From:		Dead End				NA			NA		1999
648)				To		74-652									
648)	0.11	150	R	From:						NA			NA		1999
	0.24	400		From:		74-651				NIA			NIA		4000
648)	0.31	420	R	To:		US 301				NA			NA		1999
				From:		74-626									
649	0.33	2100	G	98%	1%	1% 0%	0%	0%	F	0.115	F	0.587	2200	G	2003
	0.36	1700	G	From: 98%	1%	74-1003 1% 0%	0%	0%	F	0.12	F	0.528	1800	G	2003
649	0.00			To	170	74-1004				0.12		0.020	1000		2000
649	0.46	1700	G	98%	1%	1% 0%	0%	0%	F	0.12	F	0.529	1900	G	2003
				From:		74-661									
649	0.30	1700	G	98%	1%	1% 0%	0%	0%	F	0.112	F	0.629	1800	G	2003
649	0.95	2200	G	From: 98%	1%	74-1010 1% 0%	0%	0%	С	0.115	F	0.644	2400	G	2003
<u> </u>				To:		74-630									
	3.50	90	R	From:		74-623				NA			NA		08/16/2002
650	3.50	30	- 1	To:		74-638				INA			INA		00/10/2002
				From:		Dead End									
<b>651</b>	0.17	140	R	To:		74-648				NA			NA		1999
				From:		Dead End									
652	0.04	20	R	To:		74.640				NA			NA		1999
				To: From:		74-648 74-611									
(653)	6.37	120	R	<u> </u>		71011				NA			NA		08/14/2002
				From:		74-602		}							
653	0.80	190	R	To:		74-611				NA			NA		08/14/2002
				From:		74-646									
655	1.00	180	R	To:		D 15 1				NA			NA		1993
				From:		Dead End 74-614									
656	1.50	20	R	<u>L</u>		74-014				NA			NA		08/14/2002
				To:		Dead End									
657)	0.11	3000	R	From:		Dead End				NA			NA		1993
	-			To:		US 460									
	1 20	100	Р	From:		74-611				NIA			NIA		09/14/2001
658)	1.30	100	R	To:		74-616				NA			NA		08/14/2002
				From:		Sussex County L	ine								
(659)	0.89	30	R	To:	n	.89 MN Sussex Cou	nty Line			NA			NA		08/16/2002
					U	.o. iviin bussea cou	nty LIIIC								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K (	Dir Factor	AAWDT	QW Year
Prince George County				From:					
(659)	1.01	200	R	FIOIII.	0.89 MN Sussex County Line	NA		NA	08/16/200
(039)				To-	74-619				
				From:	Dead End				
661)	0.69	320	R		_	NA		NA	08/16/200
				From:	74-1031				
661)	0.29	490	R			NA		NA	08/16/200
				From:	74-1034				
661)	0.10	700	R	To:	74.640	NA		NA	08/16/200
				From:	74-649				
662)	3.35	260	R	r toni.	74-638	NA		NA	08/16/200
662	0.00	200		To:	74-627	101		147.	00/10/200
				From:	74-669				
663	0.07	150	R	,		NA		NA	1999
				To:	74-616				
$\sim$				From:	74-646				
664)	0.26	110	R	To:	D 15.1	NA		NA	1999
				From:	Dead End				
205	0.87	190	R	From:	74-635	NA		NA	1999
665	0.07	130	1	То:	Dead End	IVA		IVA	1333
				From:	74-616				
666	2.20	160	R	<u> </u>		NA		NA	08/16/200
				To:	74-635				
<u> </u>				From:	74-623				
667)	1.53	110	R	To:	110.001	NA		NA	08/16/200
					US 301				
200	0.32	270	R	From:	SR 35	NA		NA	08/16/200
668	0.02	210	1	To:	US 301; SR 156	IVA		IVA	00/10/200
				From:	Dead End				
669	0.05	110	R	<b>.</b>		NA		NA	1999
				To:	74-663				
$\sim$				From:	FR-294				
670	0.23	70	R			NA		NA	1999
				From:	74-676				
670	0.03	130	R	To:	74-623	NA		NA	1999
				From:	FR-295				
674	0.20	70	R	r toni.	FR-295	NA		NA	1999
671)	0.20		•••	То:	74-631				1000
				From:	Dead End				
672)	0.17	3	R			NA		NA	1999
				To:	74-667				
$\overline{}$		•••		From:	74-604				
673)	0.06	320	R	То:	US 301	NA		NA	1999
				From:	•				
674)	0.91	1300	R	. 10.11.	SR 156 SOUTH	NA		NA	1999
074)	0.01	.500	• • • • • • • • • • • • • • • • • • • •	To:	SR 156 NORTH	14/1		. 47 (	1000
				From:	74-631				
675)	0.11	250	R			NA		NA	1999
$\smile$				To:	US 301				

					Prince George Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT (	QW Year
Prince George County				From:	74-670				
676)	0.21	60	R			NA		NA	1999
$\bigcirc$				To:	Dead End				
$\bigcirc$	0.04	NIA		From:	74-00622(B)/	NIA		NIA	
677	0.24	NA		To:	Cul-de-Sac/	NA		NA	
				From:	Dead End				
684)	0.53	1000	R		Dedd Elid	NA		NA	1999
				To:	74-645				
				From:	Dead End				
685	0.53	210	R			NA		NA	09/23/200
				To:	74-645				
	1.31	130	R	From:	Dead End	NA		NA	08/14/200
686	1.51	130	K	To:	74-636	INA		INA	08/14/200
				From:	74-641				
693)	1.45	170	R	<u> </u>	71011	NA		NA	08/14/2002
				To:	Dead End				
				From:	74-645				
694)	0.34	480	R			NA		NA	1999
				From:	74-697 34-697 Morgan Road				
694)	0.06	30	R		5 : 657 : 110: gail 110: u	NA		NA	1999
				To	Dead End				
				From:	74-618				
695)	1.40	160	R			NA		NA	08/14/2002
				To	74-635				
	0.47	400	_	From:	74-605	NI A		NIA	00/40/000
696)	0.47	130	R	To:	FR-122	NA		NA	08/16/2002
				From:	Cul-de-Sac				
(697)	0.11	80	R		Cui-ue-sac	NA		NA	1999
097)				To:	74-694				
				From:	74-699				
698	0.21	220	R			NA		NA	09/23/2002
				To:	74-694				
	0.00	000	_	From:	Dead End	NI A		NIA	00/00/000
699	0.20	220	R			NA		NA	09/23/2002
$\bigcirc$	0.00	40		From:	74-698				20/00/000
699	0.03	10	R	To:	Cul-de-Sac	NA		NA	09/23/2002
				From:	Dead End				
703)	0.45	60	R		Dead End	NA		NA	1999
(703)	00			To:	74-618				
				From:	0.04 MS 74-642				
706)	0.04	6	R			NA		NA	08/14/2002
				To: From:	74-642				
706)	0.30	260	R	r iom.		NA		NA	08/14/2002
				To-	Dead End				
$\bigcirc$	_		_	From:	74-642				
707)	0.10	230	R			NA		NA	1999
				To: From:	0.10 MN 74-642				
(707)	0.06	300	R			NA		NA	1993
<u> </u>				To: From:	74-1419				
707)	0.12	60	R			NA		NA	08/14/2002
				To:	Cul-de-Sac				

Do: 45	1	AADT		47:	Bus 20-May 21-Avid 17-roil 27-roil	- OC K OK D	ir ANNET C''	
Route	Length	AADT	ŲΑ	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC R QK Factor Fac	AAWIII ()W	V Year
Prince George County				From:	74-646			
(708)	0.60	140	R			NA	NA	09/23/2002
				To:	Dead End			
700	0.03	330	R	From:	SR 106	NA	NA	1999
709	0.03	330	IX			IN/A	IVA	1999
(700)	0.04	160	R	From:	Begin Loop	NA	NA	1999
709	0.01	100		To:	74 712 74 724	1.0.1	177	1000
700	0.06	410	R	From:	74-712; 74-724	NA	NA	1999
709				To:	End Loop			
				From:	SR 156			
710	1.58	530	R			NA	NA	09/23/200
				To:	74-609			
$\bigcirc$				From:	US 301			001101000
711)	0.94	580	R	To:	SR 156	NA	NA	08/16/2002
				From:				
(712)	0.08	820	R	r tom.	SR 106	NA	NA	1999
712	0.00	020		To	74-709; 74-724	IVA	IVA	1333
				From:	74-618			
(719)	0.23	110	R			NA	NA	08/16/2002
				To:	74-625			
				From:	US 301			
720	0.22	130	R			NA	NA	1999
				To: From:	74-1602			
720	0.18	40	R			NA	NA	1999
				To:	Dead End			
$\bigcirc$	2.10			From:	74-630			00/00/000
(721)	0.42	500	R	To:	D1F1	NA	NA	08/28/2002
					Dead End			
700	0.16	430	R	From:	74-646	NA	NA	08/28/2002
723	0.10	400		To:	SR 156	1975	TVA	00/20/200/
				From:	SR 106; 74-616			
724)	0.17	660	R	<u> </u>	5-1-1-0, 1-1-1-1	NA	NA	1999
				To:	74-709; 74-712			
				From:	SR 36			
725	0.85	2900	R			NA	NA	09/23/2002
				To:	74-645			
	0.40	450	_	From:	Dead End			00/00/000
726	0.18	150	R	To:	SR 106	NA	NA	09/23/2002
				From:				
770	0.45	150	R	rioni.	Dinwiddie County Line	NA	NA	1999
(770)	0.40	100		To:	74-622	100	14/1	1000
				From:	Dead End			
(1001)	0.09	80	R			NA	NA	1999
				To:	74-649			
				From:	Dead End			
1002	0.09	70	R	_		NA	NA	1999
				To:	74-649			
$\cap$	0.00	050	_	From:	74-649	NIA	<b>.</b>	4000
(1003)	0.08	250	R			NA	NA	1999
	2 12	252		From:	74-1005	N. A.		00/40/05
1003	0.16	250	R	To:	74 1004	NA	NA	08/16/2002
				10	74-1004			

					Prince George Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT QW	Year
Prince George County				From:	Dead End				
(1004)	0.06	49	R		Deau Enu	NA		NA	1999
				To: From:	74-1003				
1004	0.13	210	R			NA		NA	1999
				To-	74-649				
	0.07	220	ь.	From:	74-626	NA		NIA	00/46/200
(1005)	0.07	320	R			NA		NA	08/16/2002
	0.07	240	R	From:	74-1007	NA		NA	08/16/2002
1005	0.07	240	IX.	т	71 1006	INA		INA	00/10/200/
1005	0.26	220	R	From:	74-1006	NA		NA	08/16/2002
1005	0.20	220		To:	74-1003	IVA		14/3	00/10/200/
				From:	74-1005				
(1006)	0.08	60	R	<u> </u>		NA		NA	08/16/2002
				To:	Cul-de-Sac				
				From:	74-1005				
(1007)	0.04	40	R			NA		NA	08/16/2002
				To:	Cul-de-Sac				
	0.40	500	_	From:	74-649	<b>.</b>		NIA	4000
1010	0.19	530	R			NA		NA	1999
	0.00		_	From:	74-1011				4000
1010	0.08	80	R	То:	Dood End	NA		NA	1999
					Dead End				
	0.07	340	R	From:	74-1010	NA		NA	08/16/2002
(1011)	0.07	340	IX.	_		INA		INA	00/10/2002
	0.12	120	R	From:	74-1012	NA		NA	00/46/2000
(1011)	0.12	120	K	To:	Dead End	NA		INA	08/16/2002
				From:	Cul-de-Sac				
(1012)	0.08	50	R	<u> </u>	Cul-uc-Sac	NA		NA	08/16/2002
1012				To	74-1011				
(1012)	0.12	150	R	From:	74-1011	NA		NA	08/16/2002
				To:	Dead End				
				From:	Dead End				
1014)	0.03	20	R			NA		NA	1999
				To: From:	74-1015				
1014)	0.07	200	R	110111		NA		NA	1999
				To:	74-649				
$\bigcirc$				From:	Cul-de-Sac				
1015	0.07	80	R			NA		NA	1999
				From:	74-1014				
(1015)	0.09	90	R	To:		NA		NA	1999
					Cul-de-Sac				
	0.08	170	R	From:	74-1027	NA		NA	08/16/2002
1018)	0.00	170	K	To:	74-1020	INA		INA	00/10/2002
				From-	74-1020				
(1019)	0.08	200	R	<u> </u>	, . 1020	NA		NA	08/16/2002
				То:	74-1027				
				From:	Dead End				
1020	0.15	140	R			NA		NA	08/16/2002
				To: From:	74-1019				
(1020)	0.10	130	R			NA		NA	08/16/2002
				To:	74-1018				

Route	I anath	AADT	Ω^	4Tire	Bus 2Avio 2+Avio 1Trail 2Trail	- <sub>OC</sub> K	QK AAWD	T QW Year
Prince George County	Lengui	עעטו	WА	71110	2Axle 3+Axle 1Trail 2Trail	Factor	Factor	i Qvv i cai
			_	From:	Dead End			4000
(1021)	0.06	48	R			NA	NA	1999
	0.08	180	R	From:	74-1022	NA	NA	1999
(1021)	0.00	100		To:	US 301	IVA	INA	1000
				From:	Dead End			
1022	0.04	30	R			NA	NA	1999
				To: From:	74-1023			
1022	0.25	90	R			NA	NA	1999
	0.04	10	R	From:	74-1021	NA	NA	1999
1022	0.04	10	IX.	To:	Dead End	IVA	INA	1999
				From:	74-1022			
1023	0.08	60	R			NA	NA	1999
				To:	US 301			
	0.11	700	R	From:	74-1025	NA	NA	1999
1024)	0.11	700	K	To:	US 301	INA	IVA	1999
				From:	Dead End			
1025	0.04	10	R			NA	NA	1999
				To- From:	74-1027			
1025	0.09	570	R			NA	NA	1999
				From:	74-1026			
1025	0.05	770	R	To:	74 1024	NA	NA	1999
				From:	74-1024			
(1026)	0.17	180	R		74-1028	NA	NA	1999
1020				To:	74-1025			
				From:	Dead End			
(1027)	0.19	150	R			NA	NA	08/16/2002
				From:	74-1019			
1027	0.10	190	R			NA	NA	08/16/2002
	0.40	400	_	From:	74-1018	NIA	NIA	1000
1027	0.12	490	R	. —		NA	NA	1999
	0.13	540	R	From:	74-1028	NA	NA	1999
1027	0.10	040		To:	74-1025	101	14/1	1000
				From:	74-1027			
1028	0.07	60	R			NA	NA	1999
				From:	74-1026			
1028	0.05	20	R	To:	Dead End	NA	NA	1999
				From:				
1030	0.06	520	R	. roll.	74-649	NA	NA	1999
			-	To:	74-1031		. " .	
1030	0.08	230	R	From:	77-1051	NA	NA	1999
				To	74-1032			
(1030)	0.09	160	R	From:		NA	NA	1999
(1030) (1030)				To- From:	74-1033			
(1030)	0.06	40	R			NA	NA	1999
				To:	Cul-de-Sac			
	0.26	80	R	From:	74-661	NA	NA	08/16/2002
1031)	0.20	OU	ĸ	To:	74-1034	INA	INA	00/10/2002
					<u> </u>			

					Fillice George Mailiteriance Area	u			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2	 QC 2Trail I	()K	Dir AAWDT QW	Year
Prince George County				From:	74-1034	Ī			
(1031)	0.23	40	R		711031		NA	NA	1999
<u> </u>				To:	74-1030				
$\bigcirc$	2.00			From:	74-1034				4000
1032	0.22	70	R	To:	74-1030		NA	NA	1999
				From:	74-1034				
(1033)	0.21	60	R		, 1 103 1		NA	NA	1999
				To:	74-1030				
$\bigcirc$				From:	74-661				4000
1034	0.07	400	R				NA	NA	1999
	0.08	250	R	From:	74-1031		NA	NA	1999
1034	0.06	250	ĸ	<i>-</i>			NA	INA	1999
(1024)	0.09	180	R	From:	74-1032		NA	NA	1999
1034	0.00	.00	• • •	To	74 1022			1771	1000
(1034)	0.14	80	R	From:	74-1033		NA	NA	1999
	-	-		To:	Cul-de-Sac				
				From:	Cul-de-Sac				
1035	0.14	170	R	т	-1 cc4		NA	NA	1999
				To: From:	74-661	+			
(1037)	0.10	80	R	r tolli.	74-1035		NA	NA	1999
(1037)	00			To:	Cul-de-Sac				.000
_				From:	74-649				
(1040)	0.33	600	R				NA	NA	08/16/200
				10:	Dead End				
(1041)	0.07	40	R	From:	74-1040		NA	NA	08/16/200
(1041)	0.07	-10		To:	Cul-de-Sac		INA	INA	00/10/200
				From:	74-1040				
(1042)	0.09	60	R				NA	NA	08/16/200
				To:	Cul-de-Sac				
(1045)	0.77	NA		From:	74-00646(B)/		NA	NA	
(1045)	0.11	IVA		To:	Cul-de-Sac/		INA	INA	
				From:	74-01045(B)/				
1046	0.54	NA					NA	NA	
				To:	74-01045(B)/				
$\overline{}$	0.06	NA		From:	Cul-de-Sac/		NA	NA	
1047)	0.06	NA		To:	74-01046(B)/		INA	INA	
				From:	Cul-de-Sac/	İ			
1048)	0.14	NA					NA	NA	
				To:	Cul-de-Sac/				•
$\overline{}$	0.00	NIA	_	From:	74-00619(B)/		NΙΛ	NIA	_
1070	0.80	NA		To:	Dead End/		NA	NA	
				From:	Dead End	1			
(1101)	0.19	30	R	<u> </u>	Dodd Dild		NA	NA	09/23/200
				To	US 460				
$\overline{}$				From:	74-629				
(1102)	0.35	90	R	To:	DJ.EJ	<del></del> 1	NA	NA	1999
				10.	Dead End				

						Coorge Maintenance 7 trea				
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	- K QC Factor	QK Dir Factor	AAWDT QW	Year
Prince George County				From:		74-641				
1105	0.50	120	R			/4-041	NA		NA	1999
				To:		74-1106				
1105	0.05	90	R				NA		NA	1999
				From:		74-1107				1000
1105	0.56	200	R	To:		SR 156 Bypass	NA		NA	1999
				From:		74-1105				
1106	0.18	100	R				NA		NA	1999
				To:		Cul-de-Sac				
(1107)	0.13	10	R	From:		74-1105	NA		NA	1999
(1107)				To:		Cul-de-Sac				
$\sim$				From:		ECL Petersburg				
(1111)	0.08	320	R	To:		74-1113	NA		NA	1999
				From:		ECL Petersburg				
1112	0.27	150	R			ECD Total Bourg	NA		NA	1999
				To-		74-1113				
	0.20	80	R	From:		NCL Petersburg	NA		NA	1999
1113	0.20	00	ix.	To:		74-1111	INA		IVA	1999
1113	0.37	150	R	From:		/4-1111	NA		NA	1999
				To: From:		74-1112				
1113	0.08	220	R				NA		NA	1999
				To: From:		74-603				
1115)	0.05	60	R	FIOIII.		Cul-de-Sac	NA		NA	1999
				To:		74-1116				
(1115)	0.08	180	R	From:		7 1 1 1 1 0	NA		NA	1999
				To:		SR 106				
(1116)	0.08	70	R	From:		74-1115	NA		NA	1999
(1116)	0.00	70		To:		Cul-de-Sac	IVA		TVA	1000
				From:		Cul-de-Sac				
(1120)	0.29	120	R	To:		74-604	NA		NA	1999
				From:		74-604 SR 156 Bypass				
(1125)	0.89	320	R			ыс 150 Бураз	NA		NA	1999
				To:		74-1127				
$\bigcirc$	0.00	400	_	From:		Cul-de-Sac	NIA		NIA	00/00/0000
(1126)	0.39	100	R	To:		Cul-de-Sac	NA		NA	09/23/2002
				From:		74-1125				
(1127)	0.18	30	R				NA		NA	09/23/2002
				To:		Cul-de-Sac				
(1130)	0.26	150	R	From:		74-1131	NA		NA	08/16/2002
1130	0.20		•••	To:		74-622	177			- 5 5. <b>L</b> 55 L
				From:		Cul-de-Sac				
(1131)	0.14	40	R				NA		NA	08/16/2002
	0.00	440		To: From:		74-1130	<b>514</b>		N.I.A	00/40/0000
1131	0.08	110	R	To-		74-1132	NA		NA	08/16/2002
						,				

					FIIICE	George Maintenance A	AI Ea		17		D:			
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		74-1131	ī							
(1132)	0.13	40	R	<u></u>		74-1131			NA			NA		08/16/2002
				To:		Cul-de-Sac								
	0.37	310	R	From:		74-608			NA			NA		08/16/2002
1140	0.01	310		To:		74-1141			14/3			IVA		00/10/2002
(1140)	0.13	80	R	From:		/4-1141			NA			NA		08/16/2002
				To:		74-1142								
	0.11	100	R	From:		74-1140			NA			NA		08/16/2002
(1141)	0.11	100	K	To:		74-1142			INA			INA		00/10/200/
				From:		Dead End								
1142	0.08	20	R						NA			NA		08/16/2002
	0.00	40	_	From:		74-1141			NIA			NIA		00/40/000
(1142)	0.08	46	R	т		74.1140			NA			NA		08/16/2002
(1142)	0.02	30	R	From:		74-1140			NA			NA		08/16/2002
				To:		Cul-de-Sac								
			_	From:		74-1140								4000
1143)	0.18	80	R	To:		74-608			NA			NA		1999
				From:		Cul-de-Sac								
1150	0.19	NA					-		NA			NA		
				To: From:		74-1158	-							
(1150)	0.19	450	R						NA			NA		1999
(1150)	0.08	510	R	From:		74-1157			NA			NA		1999
(1150)	0.00	310		To		74-1156			INA			INA		1999
(1150)	0.08	760	R	From:		/4-1136			NA			NA		1999
				To: From:		74-1155								
1150	0.07	1000	R						NA			NA		1999
				To: From:		74-1154	-							4000
1150	0.07	1100	R						NA			NA		1999
(1150)	0.10	1300	R	From:		74-1153			NA			NA		1999
(1130)				To:		74-1152								
(1150)	0.04	1400	R	From:					NA			NA		1999
				From:		74-1151								
(1150)	0.20	1600	R	To:		SR 156			NA			NA		1999
				From:		74-1150								
(1151)	0.11	110	R			71.1100			NA			NA		1999
$\overline{}$				To:		Cul-de-Sac								
(1152)	0.05	60	R	From:		Cul-de-Sac			NA			NA		1999
1132	0.00		- 11	To:		74-1150			14/1			INA		1000
				From:		Cul-de-Sac								
(1153)	0.06	80	R	To:		74-1150			NA			NA		1999
				From:		/4-1150 Cul-de-Sac								
(1154)	0.06	70	R						NA			NA		1999
				To:		74-1150								

					Prince George Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT	QW Year
Prince George County				From:	Dead End			
(1155)	0.19	140	R		Dead End	NA	NA	1999
				To	74-1150			
				From:	74-1150			
1156	0.08	50	R	_		NA	NA	08/28/2002
				To:	Dead End			
(1157)	0.32	170	R	From:	Dead End	NA NA	NA	1999
(1157)	0.02	.,,		To:	74-1150	1473	101	1000
				From:	Dead End			
(1158)	0.07	46	R			NA	NA	1999
				To:	74-1150			
O Halan Bal	0.47			From:	74-647	<b>.</b>	NA	
1159 Haley Rd	0.17	NA		To:	74-1150	NA I	NA	
				From:	74-603 SOUTH			
(1170)	0.59	100	R	<u> </u>	74-003 300 111	NA	NA	09/24/2002
				To:	74-603			
				From:	74-1170			
(1171)	0.15	40	R	. —		NA	NA	09/24/2002
				To:	Dead End			
	0.05	20	R	From:	74-1170	NA	NA	09/24/2002
(1172)	0.03	20	K	To:	Dead End	INA	INA	09/24/2002
				From:	Dead End			
(1173)	0.04	10	R	<u> </u>	D that End	NA	NA	09/24/2002
$\bigcup$				To	74-1170			
				From:	Dead End			
(1174)	0.04	10	R	т.,		NA	NA	09/24/2002
				To:	74-1170			
	0.13	30	R	From:	74-1170	NA	NA	09/24/2002
(1175)	0.13	30	IX.	To:	Dead End	INA	IVA	09/24/2002
				From:	74-1175			
(1176)	0.09	30	R			NA	NA	09/24/2002
				To:	Dead End			
				From:	Dead End			
(1177)	0.03	6	R	To:	74.1177	NA I	NA	09/24/2002
				From:	74-1176			
(1470)	0.08	10	R	r rom.	Dead End	I NA	NA	09/24/2002
1178	0.00		• • • • • • • • • • • • • • • • • • • •	To:	74-1175			00/2 1/2002
				From:	Dead End			
(1200)	0.55	210	R			NA	NA	1999
				To:	74-647			
$\bigcirc$				From:	SR 10			
(1201)	0.20	320	G	90%	3% 1% 0% 5% 0% 74-611	C 0.088 F	0.7 320	G 2003
				From:	74-630			
(1205)	0.13	270	R		/4-630	NA NA	NA	1999
1203				To:	Dead End			
				From:	Dead End			
(1206)	0.23	200	R	<u> </u>		NA	NA	1999
$\overline{}$				To:	74-630			
				From:	SR 10			
1210	0.23	150	R	<sub>T.</sub>	D 15 :	NA	NA	1999
				To:	Dead End			

					Filince George Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus	- K QK Dir Factor Fact	\(\lambda\)\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Year
Prince George County				From:	SR 156 SOUTH			
1220	0.43	340	R	<u></u>	SK 130 SOUTH	NA	NA	08/14/200
				To: From:	74-1221			
1220	0.66	210	R	To:	CD 157 NODTH	NA	NA	08/14/20
				From:	SR 156 NORTH  Dead End			
1221	0.04	20	R		Dead End	NA	NA	08/14/20
				To:	74-1220			
$\overline{}$	0.11	20	R	From:	Cul-de-Sac	NIA	NΙΔ	09/14/20
1222	0.11	20	ĸ	To:	74-1220; 74-1223	NA	NA	08/14/20
				From:	74-1220; 74-1222			
1223	0.08	20	R			NA	NA	08/14/20
				To-	Cul-de-Sac			
1224	0.08	30	R	From:	Cul-de-Sac	NA	NA	08/14/20
1224	0.00			To:	74-1220	14/1	107	00/14/20
				From:	74-721			
1230	0.21	300	R	To:	74 1001	NA	NA	08/28/20
				From:	74-1231			
1231)	0.22	120	R		Cul-de-Sac	NA	NA	08/28/20
				To:	Cul-de-Sac			
$\overline{}$			_	From:	SR 156			
1301)	0.08	790	R			NA	NA	1999
	0.07	400	R	From:	74-1303	NA	NA	1999
1301)	0.07	400	K	To:	74 1205	INA	NA	1999
1301)	0.05	320	R	From:	74-1305	NA	NA	1999
				To:	74-1302			
$\bigcirc$		_		From:	Dead End			
1302	0.07	50	R			NA	NA	1999
	0.07	230	R	From:	74-1301	NA	NA	1999
1302	0.07	230	IX.	To:	74-1306	INA.	INA	1999
1302)	0.06	170	R	From:	/4-1300	NA	NA	1999
				To: From:	74-1308			
1302	0.08	120	R	rioiii.		NA	NA	1999
				From:	74-1309			
1302	0.03	30	R	To:	Dead End	NA	NA	1999
				From:	74-1301			
1303	0.06	280	R	<u> </u>	74-1301	NA	NA	1999
				To:	74-1306			
1303)	0.06	190	R	110111		NA	NA	1999
				To: From:	74-1308			
1303)	80.0	90	R	To:	Dead End	NA	NA	1999
				From:	74-1308			
1304	0.06	20	R		77-1300	NA	NA	1999
				To:	Dead End			
$\bigcirc$	0.44			From:	Dead End	NIA	NI A	4000
1305	0.11	60	R	To:	74-1301	NA	NA	1999
					,			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir AAWDT ( Factor	QW Year
Prince George County				From:	74-1303			
1306)	0.11	80	R	<u> </u>	/4-1303	NA	NA	1999
1300)				To:	74-1302			
				From:	Dead End			
1307)	0.04	4	R			NA	NA	1999
				To: From:	74-1313			
1307	0.04	370	R	FIOIII.		NA	NA	1999
				To:	74-1319			
1307)	0.10	360	R	From:		NA	NA	1999
				To:	74-1315			
1307	0.08	360	R	From:	74-1313	NA	NA	1999
				To:	74-1325			
				From:	74-1303			
1308)	0.06	90	R			NA	NA	1999
$\bigcirc$				To	74-1304			
1308)	0.05	90	R	From:	7.5.50.7	NA	NA	1999
				To	74-1302			
1308)	0.04	20	R	From:	/4-1302	NA	NA	1999
1306)	0.0.		•••	To:	Dead End			
				From:	74-1302			
1309	0.04	30	R		71 1302	NA	NA	1999
				To	Dead End			
				From:	74-1325			
(1310)	0.05	20	R			NA	NA	1999
				To:	Cul-de-Sac			
				From:	74-1324			
1311)	0.05	40	R	_		NA	NA	1999
				To:	Cul-de-Sac			
<u> </u>				From:	74-1324			
(1312)	0.21	830	R	_		NA	NA	1999
				To:	74-1332			
			_	From:	74-1323	l		1000
(1313)	0.10	140	R			NA	NA	1999
<u> </u>				From:	74-1322			
1313	0.08	370	R			NA	NA	1999
				To: From:	74-1307			
1313	0.17	280	R			NA	NA	09/24/200
<u> </u>				To: From:	74-1315			
1313)	0.05	30	R	rion:		NA	NA	09/24/200
<u> </u>				To:	Dead End			
_				From:	74-1324			
1314)	0.05	70	R			NA	NA	1999
				To:	Cul-de-Sac			
$\sim$				From:	74-1307			
1315)	0.05	170	R	_		NA	NA	09/24/200
				To:	74-1313			
$\overline{}$		• • •	_	From:	74-1324	·	***	400-
1316	0.08	240	R			NA	NA	1999
				From:	74-1317			
1316	0.09	180	R			NA	NA	1999
<u></u>				To: From:	74-1331			
1316	0.06	150	R			NA	NA	1999
				To:	74-1332			

					Fillice George Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	K Di rail Factor Fac	\(\Lambda \Lambda \Lam	Year
Prince George County				From:	74 1216	<u> </u>		
1317)	0.07	110	R		74-1316	NA NA	NA	1999
1011)				To-	74-1342			
				From:	74-1325			
1318)	0.14	40	R			NA	NA	1999
				From:	74-1343			
1318)	0.14	200	R	To:	74.1242	NA NA	NA	1999
				From:	74-1342			
1319	0.10	230	R		74-1323	NA	NA	1999
				To:	74-1320			
1319	0.02	290	R	From:	/4-1320	NA	NA	1999
				To:	74-1322			
1319	0.08	130	R	From:	74*1322	NA NA	NA	1999
				To:	74-1307			
				From:	74-1319			
1320	0.04	570	R			NA	NA	1999
				To: From:	74-1321			
1320	0.07	210	R			NA	NA	1999
				From:	Begin Loop			
1320	0.36	220	R	To:	P. 17	NA	NA	1999
					End Loop			
	0.52	230	R	From:	Dead End	 NA	NA	1999
1321)	0.02	200	1	To:	74 1000		INA	1000
1221	0.10	170	R	From:	74-1323	NA NA	NA	1999
1321	0.10	170		To:	74-1320		10.1	1000
				From:	Dead End			
1322	0.06	49	R			NA	NA	1999
				From:	74-1313			
1322	0.05	240	R			NA	NA	1999
				To-	74-1319			
	0.05	000	В	From:	74-630	NIA	NIA	1000
1323	0.05	900	R			NA —	NA	1999
	0.05	610	R	From:	74-1313	NA NA	NA	1999
1323	0.03	010	K	. —		- INA	IVA	1998
	0.05	220	R	From:	74-1319	NA NA	NA	1999
1323	0.00			To:	74-1321	IVA	INC.	
				From:	74-1325			
1324	80.0	1900	R			NA	NA	1999
				From:	74-1311			
1324 1324 1324 1324	0.06	1900	R			NA NA	NA	1999
				To: From:	74-1312			
1324)	0.06	1600	R	-		NA NA	NA	1999
				To: From:	74-1314			
1324	0.06	1400	R			NA	NA	1999
				From:	74-1316			
1324)	0.09	1300	R			NA	NA	1999
				To:	74-1342			
$\overline{}$	0.07	400	_	From:	Cul-de-Sac	NIA.	NIA	1000
1325	0.37	420	R	To-	74-1318	NA NA	NA	1999
				I	/7-1310			

					Prince	e George Mainte	nance Area							
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		$\alpha$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		74 1210		1						
1325)	0.06	480	R	110111		74-1318			NA			NA		1999
				To:		74-1324								
1325	0.06	360	R	110111.					NA			NA		1999
				From:		74-1310								4000
1325	0.18	370	R	To:		74-1307		<del></del> i	NA			NA		1999
				From:		SR 156		<u> </u>						
1326	0.16	1300	R			510 150			NA			NA		1999
				From:		74-1327								
1326	0.06	970	R						NA			NA		1999
	0.08	820	R	From:		74-1328			NA			NA		1999
1326	0.00	020	IX	т					INA			INA		1999
1326)	0.10	440	R	From:		74-1329			NA			NA		1999
				To:		74-1330								
1326	0.07	250	R	From:		711330			NA			NA		1999
				To: From:		74-1333								
1326	0.17	120	R						NA			NA		1999
				To: From:		74-1334								
1327	0.08	90	R	From:		74-1326			NA			NA		1999
1321)	0.00			To:		74-1336			1471					1000
				From:		74-1326								
1328	0.09	120	R						NA			NA		1999
^				To: From:		74-1336								
1328	0.09	100	R	To:		D1E-1		_	NA			NA		1999
				From:		Dead End 74-1326		<u> </u>						
1329	0.06	270	R			/4-1320			NA			NA		1999
				To:		74-1334								
1329	0.10	190	R	From:					NA			NA		1999
<u> </u>				To: From:		74-1335								
1329	0.05	70	R	т		D 15 1			NA			NA		1999
				To: From:		Dead End								
1330	0.06	140	R			74-1326			NA			NA		1999
		-		To:		74-1334		<u> </u>						
1330	0.05	130	R	From:		, . 1551			NA			NA		1999
				To: From:		74-1335								
1330	0.07	60	R						NA			NA		1999
				To:		Dead End								
1221	0.12	170	R	From:		Cul-de-Sac			NA			NA		1999
1331)	U. 12			To:		74-1316			11/			11/7		
				From:		74-1312								
1332	0.15	910	R	-					NA			NA		1999
				From:		74-1316								
1332	0.07	1200	R	To		0111 8:			NA			NA		1999
				To: From:		Old Iron Rd		<u> </u>						
1333	0.06	110	R	r rom.		74-1326			NA			NA		1999
1333				To:		74-1334			. 17 1					

					Prince George Maintenance Area	12	Di-	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	OC O	Dir K Factor AAWDT QW	/ Year
Prince George County				From:	74-1334	<u> </u>		
(1333)	0.07	80	R	<u> </u>	/4-1334	NA	NA	1999
				To-	Dead End			
$\bigcirc$	0.40	440	_	From:	74-1329		NIA	4000
(1334)	0.10	140	R			NA —	NA	1999
	0.07	80	R	From:	74-1330	NA	NA	1999
(1334)	0.07	80	K	To:	74 1000		IVA	1999
(1334)	0.06	60	R	From:	74-1333	NA	NA	1999
100-7				То:	74-1326			
				From:	74-1329			
(1335)	0.10	80	R	т	74 1000	NA	NA	1999
				To: From:	74-1330			
4000	0.07	40	R	From:	74-1327	<b>_</b> NA	NA	1999
1336	0.01	40	• • • • • • • • • • • • • • • • • • • •	То:	74-1328		101	1000
				From:	SR 36			
(1337)	0.31	5300	R			NA	NA	1999
				To	Dead End			
	0.10	60	ь.	From:	Cul-de-Sac		NA	1000
1338	0.10	60	R	To:	74-1326	NA NA	NA	1999
				From:	Cul-de-Sac			
1342	0.06	190	R	<u> </u>	Cui de Sue	NA	NA	09/24/200
<u> </u>				To: From:	74-1344			
(1342)	0.07	640	R	From:		NA	NA	1999
				To: From:	74-1343			
1342	0.05	750	R			NA	NA	1999
				From:	74-1318			
(1342)	0.08	950	R			NA	NA	1999
				From:	74-1324			
(1342)	0.09	580	R			NA 	NA	1999
	0.02	E40		From:	74-1317	NIA.	NΛ	1000
(1342)	0.02	510	R	To:	SCL Hopewell	NA NA	NA	1999
				From:	74-1342			
1343	0.15	130	R			NA	NA	1999
				To:	74-1318			
$\bigcirc$				From:	Dead End			00/01/000
1344	0.05	100	R			NA 	NA	09/24/2002
$\overline{}$	0.06	400		From:	74-1342	NA.	NΛ	1999
1344)	0.06	490	R	_		NA —	NA	1999
	0.10	390	R	From:	74-1345 WEST	NA	NA	09/24/2002
(1344)	0.10	550	11	To:	74-1345 EAST		INA	5512 <del>4</del> 12001
				From:	Cul-de-Sac			
1345	0.03	100	R			NA	NA	09/24/200
				To: From:	74-1346			
(1345)	0.13	260	R			NA	NA	09/24/2002
				To: From:	74-1344 EAST			
1345	0.19	150	R			NA	NA	09/24/200
				To:	74-1344 WEST			

					Finice George Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC OK		Year
Prince George County				From:	74-1345	1		
1346	0.07	120	R			NA	NA	09/24/2002
				To:	Cul-de-Sac	]		
$\bigcirc$	0.05	500		From:	74-674	NIA.	NIA	4000
1350	0.25	560	R			NA •	NA	1999
	0.09	100	R	From:	74-1352	NA	NA	09/24/2002
(1350)	0.09	100	IX.	To:	Cul-de-Sac	]	IVA	03/24/2002
				From:	74-1350			
(1351)	0.14	170	R			NA	NA	09/24/2002
				To:	Cul-de-Sac			
$\bigcirc$	0.40	440		From:	74-1350		NIA	00/04/000
(1352)	0.10	110	R	To:	Cul-de-Sac	NA 1	NA	09/24/2002
				From:	74-00630(B)/			
(1355)	0.06	NA			74-00030(B)/	NA NA	NA	
1.000				To:	74-01357(R)/	]		
				From:	74-00630(B)/			
1356	0.06	NA				NA .	NA	
				To:	74-01357(L)/74-01358(L)/			
	0.14	NA		From:	74-01356(L)/74-01358(R)/	NA	NA	
(1357)	0.14	INA		To:	74-01355(L)/	]	NA .	
				From:	74-01356(L)/74-01357(L)/	<u> </u>		
(1358)	0.39	NA		<u> </u>	7 1 01330(D) 7 1 01337(D)	NA NA	NA	
				To:	74-01359(B)/			
				From:	74-01357(B)/			
1359	0.24	NA				NA 1	NA	
				10:	Cul-de-Sac/			
	0.08	1200	R	From:	74-674	J NA	NA	08/28/2002
1360	0.00	1200	K			1	NA.	00/20/2002
(100)	0.08	1000	R	From:	74-1361	NA	NA	08/28/2002
(1360)	0.00	1000		To:	71.100	1	IVA	00/20/2002
(1360)	0.07	440	R	From:	74-1362	NA	NA	08/28/2002
(1360)	0.07	440		To:	74.12/2	1	10.0	00/20/2002
(1360)	0.16	290	R	From:	74-1363	NA	NA	08/28/2002
(1300)	00			To:	74-1364	1		00/20/2002
(1360)	0.08	90	R	From:	/+-130+	J NA	NA	08/28/2002
				To:	Cul-de-Sac			
				From:	74-1360			
(1361)	0.06	120	R	_		NA NA	NA	08/28/2002
				To:	Cul-de-Sac			
$\bigcirc$	0.22	700		From:	74-1360	] NA	NΙΔ	00/20/2002
(1362)	0.23	700	R	_		NA 1	NA	08/28/2002
	0.16	460	R	From:	74-1365	NA NA	NA	08/28/2002
1362	0.10	400	ĸ			IN/A 1	INA	00/20/2002
(100)	0.10	210	R	From:	74-1366	NA NA	NA	08/28/2002
(1362)	0.10	210	ĸ	To:	Cul-de-Sac	]	INA	0012012002
				From:	74-1360	· 		
(1363)	0.04	60	R	<u> </u>		NA	NA	08/28/2002
				To:	Cul-de-Sac			

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Factor	AAWDT QV	V Year
Prince George County				From:				
(1364)	0.04	46	R	FIOIII.	Cul-de-Sac	NA NA	NA	08/28/2002
(1364)	0.01	.0		To:	74-1360	101		00/20/2002
				From:	74-1362			
1365	0.06	70	R			NA	NA	08/28/2002
				To:	Cul-de-Sac			
	0.07	110	R	From:	Cul-de-Sac	NA NA	NA	08/28/2002
1366	0.07	110	K	To:	74-1362	INA	NA.	00/20/2002
				From:	74-674			
1370	1.01	160	R			NA	NA	08/28/2002
				To:	Cul-de-Sac			
	0.44	40	_	From:	74-1370	N. A.		4000
(1371)	0.11	40	R	To:	74-1372	NA I	NA	1999
				From:	Cul-de-Sac			
(1372)	0.04	30	R	<u> </u>	cui-uc-sac	NA	NA	1999
				To:	74-1371			
(1372)	0.04	9	R	From:	71 1971	NA	NA	1999
				To:	Cul-de-Sac			
$\widehat{}$				From:	Cul-de-Sac			
1373	0.25	50	R	To:	74 1270	NA	NA	1999
				From:	74-1370			
(1377)	0.15	NA		rioni.	Cul-de-Sac/	NA NA	NA	
(1377)	00			To:	74-01380(B)/			
				From:	74-01379(B)/			
(1378)	0.10	NA				NA	NA	
				To:	74-01380(B)/			
	0.19	NA		From:	74-01377(B)/	NA	NA	
(1379)	0.19	INA		To:	Cul-de-Sac/	INA 	NA	
				From:	74-1386 SOUTH			
(1380)	0.39	1200	R	<u> </u>	,	NA	NA	1999
				From:	74-1386 NORTH			
(1380)	0.57	3100	R	rioni.		NA	NA	1999
				To:	74-646			
$\bigcirc$				From:	74-1380			00/00/0000
1381	0.14	850	R	To:	74-1383	NA I	NA	08/28/2002
				From:	74-1386			
(1382)	0.23	150	R		/4-1360	NA NA	NA	08/28/2002
				To:	74-1381			
				From:	74-1384			
1383	0.12	160	R			NA	NA	08/28/2002
				To:	74-1381			
(1384)	0.18	200	R	From:	74-1382	NA NA	NA	08/28/2002
(1304)	0.10	200		To:	Cul-de-Sac	1975	14/1	00,20,2002
				From:	74-1382			
(1385)	0.05	40	R	<u> </u>		NA	NA	08/28/2002
				To:	Cul-de-Sac			
$\bigcirc$				From:	74-1393			
1386	0.14	340	R	To:	74 1300 NODWY	NA I	NA	08/28/2002
				To:	74-1380 NORTH			

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor I	Dir AAWDT QW	Year
Prince George County				From:	74-1380 NORTH			
(1386)	0.61	150	R		/4-1300 NOK111	NA NA	NA	1999
				To:	Cul-de-Sac			
				From:	Cul-de-Sac			
(1387)	0.09	60	R	. —		NA	NA	08/28/200
				To: From:	74-1386			
(1200)	0.08	50	R	Piolii.	Cul-de-Sac	NA NA	NA	08/28/200
1388	0.00	30		To:	74-1386		IVA	00/20/200
				From:	Cul-de-Sac			
1389	0.12	70	R			NA	NA	08/28/200
				To:	74-1386			
$\bigcirc$	2.12			From:	Dead End			1000
1390	0.18	140	R	To:	74-1380	NA I	NA	1999
				From:				
1391)	0.05	640	R		Cul-de-Sac	NA	NA	08/28/200
1001)				To:	74-1380			
				From:	74-1380; 74-1394			
1392	0.12	880	R			NA	NA	08/28/200
				To-	Dead End			
$\bigcirc$	0.40	400	_	From:	Cul-de-Sac			00/00/00/
1393	0.18	100	R	To:	Cul-de-Sac	NA I	NA	08/28/200
				From:	Dead End			
1394)	0.12	70	R	<u> </u>	Dead End	NA	NA	08/28/200
100-7				To	74-1380; 74-1392			
				From:	74-1380			
1395)	0.26	240	R			NA	NA	08/28/200
				To:	74-1394			
	0.05	00	_	From:	74-1395	NA.	NIA	00/00/00/
(1396)	0.05	20	R	To:	Dead End	NA I	NA	08/28/200
				From:	74-1395			
1397	0.05	30	R		74-1373	NA	NA	08/28/200
				To:	Dead End			
				From:	Dead End			
1398)	0.04	30	R			NA	NA	08/28/200
				To:	74-1395			
	0.40	40	_	From:	SR 156	NIA	NIA	4000
1401)	0.12	40	R			NA	NA	1999
	0.17	8	R	From:	74-1404	NA	NA	08/14/200
1401)	0.17	0	K	To:	74-1402	INA	IVA	00/14/200
				From:	74-1403			
1402	0.06	2	R		74-1403	NA	NA	08/14/200
				To:	74-1401			
<u> </u>				From:	74-1404		-	
1403	0.12	2	R			NA	NA	08/14/200
				To:	74-1402			
	0.00	c	Б	From:	74-1401	NA.	NΙΛ	00/44/00
(1404)	0.08	6	R	To	74-1403	NA I	NA	08/14/200
				From:	74-642			
					17-074			
1405	0.33	130	R			NA	NA	1999

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C K QK Dir Factor Factor	AAWDT QW	Year
rince George County				From:	SR 10			
1406	0.06	1200	R			NA	NA	1999
	0.07	4000		To: From:	74-1414			4000
1406	0.07	1200	R		-1110-	NA	NA	1999
1406	0.12	330	R	From:	74-1407	NA	NA	1999
				To: From:	74-1409			
1406)	0.15	160	R		_	NA	NA	1999
				To: From:	74-1425			
407)	0.07	650	R		74-1406	NA	NA	1999
				To: From:	74-1408			
407)	0.08	520	R			NA	NA	1999
				To:	74-1410			
409)	0.12	90	R	From:	74-1407	l NA	NA	1999
408)	0.12			To:	74-1409 WEST		107	1000
1408	0.11	260	R	From:	, , 170/ WEDI	NA	NA	1999
				To: From:	74-1409 EAST			
1408	0.04	180	R			NA	NA	1999
				From:	74-1425			
408)	0.05	130	R	To:	74-1426	NA I	NA	1999
				From:	74-1406			
409	0.07	230	R			NA	NA	1999
				To: From:	74-1408			
409	0.08	140	R			NA	NA	1999
	0.00		_	From:	74-1410 WEST	NIA .	NIA.	4000
1409	0.29	90	R			NA	NA	1999
1409	0.08	130	R	From:	74-1410 EAST	NA	NA	1999
1409)	0.00			To:	74-1408			1000
$\widehat{}$				From:	74-1407			
1410	0.03	420	R			NA	NA	1999
	0.08	150	R	From:	74-1415	NA	NA	1999
1410	0.06	150	ĸ	т	74 1400 N/PGP	INA I	INA	1998
1410)	0.11	170	R	From:	74-1409 WEST	NA	NA	1999
			-	To:	74-1409 EAST			
$\sim$			_	From:	74-1413			
1411)	0.26	140	R	To:	74-642	NA I	NA	1999
				From:	74-1413			
1412	0.18	140	R			NA	NA	1999
				To:	74-642			
1412	0.06	910	R	From-	74-642	NA	NA	1999
1413)	0.00			To:	74-1422			
1413)	0.10	750	R	From:	/4-1422	NA	NA	1999
				To- From:	74-1412			
1413)	0.06	710	R	Froil:		NA	NA	1999
				To: From:	74-1411			
1413)	0.12	670	R	To:	74-1419	NA	NA	1999
					/4-1417			

					Prince George Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruckTruck		Dir AAWDT QW actor	Year
Prince George County				From:	74-1419	1		
1413)	0.10	570	R		/4-1417	NA NA	NA	1999
				To: From:	74-1421			
1413	0.02	480	R	Trom.		NA	NA	1999
				To: From:	74-1420			
1413)	0.09	440	R			NA	NA	1999
				To: From:	74-1423			
1413	0.18	160	R	To:	74-1424	NA NA	NA	1999
				From:	74-1424			
1414)	0.08	70	R		/+-1400	NA	NA	1999
				To	Dead End			
$\overline{}$				From:	74-1410			
1415	0.12	420	R			NA	NA	1999
				From:	74-1417	<u> </u>		
1415)	0.17	210	R			NA NA	NA	1999
	0.04	20	В	From:	74-1418	NIA	NIΛ	1000
1415)	0.04	20	R	To:	Dead End	NA	NA	1999
				From:	74-1417			
(1416)	0.17	110	R		, ,	NA	NA	1999
				To-	74-1418			
$\bigcirc$				From:	74-1415			
1417)	0.06	250	R			NA 	NA	1999
$\overline{}$	0.00	450		From:	74-1416	NIA	NIA	4000
1417	0.26	150	R			NA NA	NA	1999
	0.04	10	R	From:	74-1418	NA	NA	1999
1417)	0.04	10	IX	To:	Dead End		INA	1999
				From:	74-1417			
(1418)	0.10	140	R			NA	NA	1999
				To: From:	74-1416			
1418	0.07	120	R			NA	NA	1999
				To:	74-1415			
	0.11	170	R	From:	74-1413	NA	NA	1999
(1419)	0.11	170		To	74.1420		INA	1555
1410	0.25	250	R	From:	74-1420	NA	NA	08/14/200
1419	0.20			To:	74-707			00/ 1 // 200
_				From:	74-1419			
1420	0.08	49	R			NA	NA	1999
				To:	74-1413			
	0.05	50	R	From:	Cul-de-Sac	NA	NA	1999
1421)	0.00	30		To	74-1413		INA	1555
				From:	Cul-de-Sac			
1422	0.09	110	R	_		NA NA	NA	1999
				To:	74-1413			
$\bigcirc$	0.04	040		From:	74-1413			4000
1423	0.21	240	R	To:	74-1424	NA □	NA	1999
				From:	74-1423	<u> </u>		
(1424)	0.07	80	R			NA	NA	1999
$\bigcup$				To:	74-1413			

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Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail		AAWDT QW	Year
Prince George County				From:				
(1424)	0.11	70	R	r tom.	74-1413	NA	NA	1999
1424				To:	Cul-de-Sac			
				From:	74-1406			
1425	0.08	160	R			NA	NA	1999
				To:	74-1408			
	0.20	170	R	From:	74-1408	NA	NA	08/14/2002
1426	0.20	170	K	To:	Dead End	INA	NA	00/14/2002
				From:	74-646			
(1430)	0.78	270	R		7. 0.0	NA	NA	09/24/2002
				To:	Cul-de-Sac			
$\sim$				From:	Cul-de-Sac			
1440	0.30	220	R			NA	NA	1999
				To: From:	74-1444			
(1440)	0.19	370	R			NA	NA	1999
				To: From:	74-1443			
(1440)	0.22	640	R			NA	NA	1999
				To: From:	74-1442			
1440	0.13	570	R			NA	NA	09/24/2002
				From:	74-1441			
1440	0.13	690	R	To:	CD 157 D	NA	NA	09/24/2002
				From:	SR 156 Bypass			
	0.16	170	R	rioiii.	Cul-de-Sac	NA	NA	09/24/2002
(1441)	0.10	170		To:	74-1440	177.	10.0	00/2-1/2002
				From:	Cul-de-Sac			
(1442)	0.10	160	R			NA	NA	09/24/2002
				To:	74-1440			
$\sim$				From:	Cul-de-Sac			
1443	0.04	40	R			NA	NA	1999
				From:	74-1444			
1443	0.26	230	R			NA	NA	1999
$\overline{}$	0.00	47	_	From:	74-1440	NIA	- NA	4000
(1443)	0.09	47	R	To:	Cul-de-Sac	NA	NA	1999
				From:	74-1443; 74-1443			
(1444)	0.26	70	R	<u> </u>	74-1443, 74-1443	NA	NA	1999
				To:	74-1440			
				From:	74-630			
(1501)	0.10	530	R			NA	NA	1999
				From:	74-1504			
(1501)	0.02	420	R			NA	NA	1999
(1501) (1501)				From:	74-1502			
(1501)	0.07	410	R			NA	NA	1999
				To: From:	74-1506			
(1501)	0.06	280	R			NA	NA	1999
				To: From:	74-1505			
(1501)	0.30	210	R			NA	NA	1999
				To:	Dead End			
	0.04	20	P	From:	Dead End	NIA	NA	1999
1502	0.04	30	R	То:	74-1503	NA	INA	1999
					77-1505			-

					Tillioc ocorge Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- C K QK Dir Factor Factor		Year
Prince George County				From:				
(1502)	0.04	70	R	rioni.	74-1503	NA	NA	1999
(1302)				To:	74-1501			
				From:	Dead End			
1503	0.04	40	R	To:	74-1502	NA	NA	1999
				From:	74-1501			
(1504)	0.19	110	R	<u> </u>	/4-1301	NA	NA	1999
				To:	74-1505			
(1504)	0.03	30	R	From:		NA	NA	1999
				To:	Dead End			
$\bigcirc$	2.22		_	From:	74-1501	<b>.</b>		4000
1505	0.09	70	R	To:	74-1504	NA	NA	1999
				From:	Dead End			
1506	0.09	70	R	<u>L</u>	Dead End	NA	NA	1999
				To:	74-1501			
$\bigcirc$				From:	SR 106			
(1510)	0.13	1100	R	To:	74-1511; 74-1512	NA	NA	1999
				From:	74-1511; 74-1512			
(1511)	0.17	360	R		/4-1310; /4-1312	NA	NA	1999
				To	74-1513			
(1511)	0.13	220	R	From:	74-1313	NA	NA	1999
				To	74-1512			
(1511)	0.10	100	R	From:		NA	NA	1999
				To:	Cul-de-Sac			
$\bigcirc$	0.40	440	_	From:	74-1510; 74-1511	NIA	NIA.	4000
(1512)	0.13	440	R			NA	NA	1999
	0.29	270	R	From:	74-1514	NA	NA	1999
1512	0.29	210	IX.	To:	74-1511	INA	INA	1999
				From:	Cul-de-Sac			
(1513)	0.04	50	R			NA	NA	1999
				To:	74-1511			
	0.09	00		From:	Cul-de-Sac	NΙΔ	NIA	1999
(1514)	0.09	90	R	To:	74-1512	NA	NA	1999
				From:	SR 106			
(1515)	0.11	1100	R	<u> </u>		NA	NA	09/24/2002
				To: From:	74-1516			
(1515)	0.06	640	R			NA	NA	09/24/2002
				To:	Cul-de-Sac			
	0.03	300	R	From:	74-1515	NA	NA	09/24/2002
(1516)	0.03	300	K	To:	Cul-de-Sac	INA	INA	09/24/2002
				From:	74-1602			
(1601)	0.21	160	R	_		NA	NA	1999
				To:	US 301			
$\bigcirc$	0.10	40	-	From:	74-720	, 1A	NIA.	4000
1602	0.10	40	R			NA	NA	1999
	0.04	20	R	From:	74-1601	NA	NA	1999
(1602)	0.04	20	ĸ	To:	Dead End	IN/A	INA	פפפו

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Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T			K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		LIC 201		1						
(1604)	0.38	560	R			US 301		1	NA			NA		08/16/2002
(1004)				To:		Cul-de-Sac								
				From:		US 301								
(1605)	0.16	90	R					_	NA			NA		1999
0				From:		74-1606		}						
(1605)	0.32	100	R	_				,	NA			NA		1999
				To:		US 301		<u> </u>						
	0.07	30	R	From:		74-608		J	NA			NA		1999
1606	0.07	30	K	To:		74-1605		1	INA			INA		1999
				From:		Dead End		l						
(1701)	0.07	530	R			Dead End		ı	NA			NA		1999
				To:		74-1702		1						
(1701)	0.40	720	R	From:		74-1702		J	NA			NA		1999
				To:		74-630								
				From:		74-1701								
(1702)	0.17	80	R					-	NA			NA		1999
<u> </u>				To:		Dead End								
$\bigcirc$				From:		SR 10								
9331)	0.11	50	R	To:		SR 10		1	NA			NA		1999
				From:				<u> </u>						
0000	0.33	80	R			Dead End		<u>l</u>	NA			NA		1999
9332	0.00		••	To:		74-623		1				101		1000
				From:		Dead End								
9334)	0.10	150	R						NA			NA		1999
				To:		74-604		<u> </u>						
				From:		74-616		j						
(9574)	0.10	120	R	To:		CD 156		1	NA			NA		1999
						SR 156		<u> </u>						
0000	0.13	230	R	From:		SR 156		Į.	NA			NA		09/24/2002
9679)	0.13	230	IX.	To:		SR 156		1	INA			INA		03/24/2002
City of Honewell														
_				From:		Western St								
Perrymont St	0.34	3300	G	99%	0%		% 0%	C	0.092	F	0.636	3600	G	2003
				To:		Kippax Dr								
2 Kippax Dr	0.19	3400	G	99%	0%	Perrymont St 0% 0% 1	% 0%	C	0.093	F	0.560	3700	G	2003
(2) Kippax Dr	0.19	3400	G	33 /0 To:	0 70	Cedar Level Rd	/0 U /0	ı	0.093		0.500	3700	G	2003
				From:		SCL Hopewell		l .						
3 Old Iron Rd	0.42	3300	G	99%	0%		% 0%	С	0.089	F	0.563	3600	G	2003
3 Old Iron Rd				To:		Courthouse Rd								
				From:		Dead End near Pin Oak D	r							
Jackson Farm Rd	0.61	2100	G	98%	1%	0% 0% 0		С	0.102	F	0.6	2300	G	2003
				To:		116-9047 Cedar Level Ro								
( ) Wastern Ct	0.05	B1A		From:		166-6 Barkley St; 116-907	6	J	ALA			NIA		
5 Western St	0.05	NA		To:		116-1 Perramont St		1	NA			NA		
				From:		116-1 Perrymont St		<u> </u>						
6 Barkely St	0.13	30	G	98%	0%	116-9076 Western St 1% 0% 0	% 0%	J F	0.206	F	0.65	40	G	2003
Barkely St	0.10	50	3	70 /0	U /0	Woodlawn St	,5 0/0	1	0.200	•	0.00	70	J	2000
<u> </u>				From:		Barkley St								
6 Woodlawn St	0.39	490	G	98%	0%	1% 0% 0		C	0.104	F	0.579	530	G	2003
				To-		116-9047 Cedar Level Ro	i							

					Prince	e George Mainten	ance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tru- 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hopewell				-											
9036 116 Danville St	0.03	1400	G	98%	0%	South Mesa Dr 0% 0%	1%	0%	F	0.095	F	0.537	1600	G	2003
116				To-		Miles Ave									
				From:		Danville Street									
9036 Miles Ave	0.68	4100	G	98%	0%	0% 0%	1%	0%	С	0.087	F	0.513	4400	G	2003
119				To:		Oakland Blvd									
			_	From:		Miles Ave								_	
Oaklawn Blvd	0.18	10000	G							0.085	F	0.547	11000	G	2003
				To		Short Street									
9036) Oaklawn Blvd	0.40	NA		From:				•		NA			NA		
9036) Oaklawn Blvd				To:		SR 36									
				From:				-							
O 5: 5:	4.04	4400	_	<u> </u>	00/	WCL Hopewell	40/	00/	_	0.400	_	0.004	4500	0	000
9038 River Rd	1.01	4100	G	98%	0%	1% 0%	1%	0%	С	0.102	F	0.624	4500	G	200
<u> </u>				To:		South Mesa Dr									
				From:		North Mesa Dr									
Octy Point Rd	0.75	4600	G	99%	0%	0% 0%	0%	0%	С	0.09	F	0.586	5000	G	200
Oity Point Rd				т		0 1 4 500 4									
Oit - Deliet Del	0.44	7000		From:	00/	South 15Th Ave	00/			0.000		0.504	7500		-000
October 1960 City Point Rd	0.41	7000	G	99%	0%	0% 0%	0%	0%	F	0.089	F	0.564	7500	G	200
				To: From:		South 6Th Ave		<u> </u>							
Oly Point Rd	0.29	6200	G	99%	0%	0% 0%	0%	0%	F	0.095	F	0.540	6800	G	200
Oity Point Rd			_	To:		Main St					•			_	
				From:		City Point Rd									
Main St	0.13	3300	G	91%	1%	1% 2%	5%	0%	С	0.108	F	0.529	3600	G	200
9040) Main St	0.10	0000	•	To:	170	Randolph Rd	070		Ŭ	0.100	•	0.020	0000	Ü	
				From:		Colonial Dr									
West Broadway St	0.39	NA								NA			NA		
118				To-		116-9047 N Mesa l	Or								
				From:		North Mesa Dr									
9042 West Broadway St	0.55	7900	G	99%	0%	0% 0%	0%	0%	С	0.091	F	0.622	8500	G	200
116/				To		North 21St Ave									
West Broadway St	0.13	6300	G	99%	0%	0% 0%	0%	0%	F	0.095	F	0.666	6900	G	200
West Broadway St	0.13	0300	G	99 76 To:	0 /6		0 /0	0 /0	1	0.093		0.000	0900	G	200
				From:		North 15Th Ave North 6Th Ave									
West Breedway St	0.26	4500	•		0%		10/	00/	_	0.005	_	0.644	4000	0	200
West Broadway St	0.36	4500	G	96%	0%	1% 3%	1%	0%	С	0.095	F	0.644	4900	G	200
				To: From:		Randolph Rd		-							
East Broadway St	0.63	1800	G	95%	0%	1% 2%	2%	0%	С	0.088	F	0.530	2000	G	200
116				To:		Cedar Ln									
				From:				<u> </u>							
O conthe conse Del	0.05	5000	_		00/	Ashland Ave	40/	00/	_	0.000	_	0.500	0.400	0	000
9043 Courthouse Rd	0.95	5900	G	99%	0%	0% 0%	1%	0%	С	0.088	F	0.502	6400	G	200
<u> </u>				To:		Berry St									
			_	From:		Courthouse Rd			_		_			_	
Berry St	0.29	6000	G	99%	0%	0% 0%	1%	0%	С	0.086	F	0.53	6400	G	200
				To:		Arlington Rd									
			_	From:		High Ave			_					_	
9043 Arlington Rd	0.12	4400	G	99%	0%	0% 0%	1%	0%	F	0.078	F	0.579	4700	G	200
				To		Freeman St									
9043) Arlington Rd	0.38	5300	G	99%	0%	0% 0%	1%	0%	С	0.077	F	0.617	5700	G	200
116	0.00	3000	•	To:	J /0	Winston Churchill		- J /0	9	0.011	•	0.011	37.00	_	200
				From:		Winston Churchill									
9045 High Ave	0.09	2600	G	98%	0%	1% 0%	0%	0%	С	0.089	F	0.542	2800	G	200
110/				To-		Oaklawn Blvd									
<del></del>		-		From:		116-9043 Courthouse	Rd								
Ashland St	0.06	NA				110-20-13 COULIIOUSE	, NU			NA			NA		
9047 Ashland St	0.00	INA								INA			INA		
_				To: From:		SR 36 Oaklawn Bly	vd								
	0.10	5200	G	98%	1%	1% 0%	0%	0%	F	0.098	F	0.684	5600	G	200
9047) Ashland St	0.10				-								-		
9047) Ashland St	0.10			_			_								
116				From:		SR 36-P Woodlawn									
Ashland St 9047 Ashland St	0.10	7500	F	From: 98%	1%	SR 36-P Woodlawn	St 0%	0%	С	0.092	F	0.503	8200	F	2003

						e George Main		iica							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck de 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hopewell															
$\sim$				From:		Western S									
Ashland St	0.07	7000	G	98%	1%	1% 0%	0%	0%	F	0.090	F	0.518	7500	G	2003
Codor Lovel Pd	0.89	8000	G	From: 98%	0%	116-2 Kippa 1% 0%		0%	С	0.081	F	0.521	9700	G	2003
Open Cedar Level Rd	0.69	8000	G	90 70 To:	0%			0%	C	0.061	Г	0.321	8700	G	2003
				From:		116-4 Jackson F 116-4; Cedar Lo									
Jackson Farm Rd	0.27	7100	G	99%	1%	0% 0%		0%	С	0.093	F	0.525	7700	G	2003
Jackson Farm Rd	0.27	7 100	Ŭ	To:	170	S Mesa D			Ü	0.000	•	0.020	1100	O	200
				From:		Jackson Farn									
S Mesa Dr	0.46	6400	G	98%	0%	1% 1%		0%	С	0.088	F	0.552	6900	G	2003
9047 S Mesa Dr															
NIM Dr	0.00	44000	_	From:	00/	116-9038 Riv			_	0.000		0.575	44000		000
0047 N Mesa Dr	0.23	11000	G	98%	0%	1% 0%	0%	0%	С	0.090	F	0.575	11000	G	2003
				To: From:		166-9040 City F	oint Rd	-							
047 116 N Mesa Dr	0.20	6700	G	99%	1%	0% 0%	0%	0%	F	0.090	F	0.610	7300	G	2003
116				To:		116-9042 Broad	lway St								
				From:		Winston Churc	hill Dr								
South 6Th Ave	0.52	10000	G	98%	0%	0% 1%		0%	С	0.086	F	0.578	11000	G	200
South 6Th Ave	0.02	.0000	•	0070	<b>J</b> /0			<u> </u>	J	0.000	•	0.070	11000	J	200
<u> </u>				From:		City Point									
North 6Th Ave	0.15	8600	G	96 <u>%</u>	0%	2% 1%	1%	0%	С	0.082	F	0.611	9300	G	200
1187				To:		West Broadw	ay St								
				From:		West Broadw	av St								
North 21St Ave	0.53	4500	G	98%	0%	0% 0%		0%	С	0.085	F	0.576	4900	G	200
North 21St Ave				To:		Riverside A									
				From:		North 21St									
Riverside Ave	0.32	3800	G	96%	0%	1% 1%		0%	С	0.093	F	0.647	4100	G	200
Riverside Ave			_	To		Randolph			-		-			_	
				From:											
City Doint Dd	0.14	2000	_	98%	00/	Main St	0%	0%	0	0.000	_	0.500	4200	0	200
074 City Point Rd	0.14	3900	G	90% To:	0%	1% 0%		0%	С	0.098	F	0.509	4300	G	200
				10.		Randolph	Ka								
				From:		SR 36 Oaklaw	n Blvd								
Cousins Ave	0.17	4600	G	100%	0%	0% 0%	0%	0%	F	0.091	F	0.619	4900	G	200
110				To:		Western S	St								
				From:		Cousins A									
Western St	0.50	4500	G	100%	0%	0% 0%	0%	0%	С	0.092	F	0.609	4900	G	200
				To:	116	-6 Barkey St; 116-	5 Western S	t							
				From:		20Th Av	e								
Atlantic St		790	G	<u>-</u>						0.104	F		860	G	200
				To:		21St Ave	2								
				From:											
Darklay Ct		20	G	110		Woodlawn	St			0.16	F		40	G	200
Barkley St		30	G	To:		XX	14			0.16	F		40	G	200
						Western S									
				From:		Randolph	Rd								
Broadway St		3100	G							0.086	F		3400	G	200
				To-		Hopewell	St								
				From:		Dead En	i	i							
Camron Road		20	F			,				0.25	F	0.5	20	F	200
		_•	•	To:		Atwater R	d				-			-	
				From:											
Clavardala Assa		450	_	Front.		Arcadia A	ve			0.404	_		100	_	200
Cloverdale Ave		150	G	T		n				0.131	F		160	G	200
				10:		Delrose I	Dr								
				From:		Sibyl St									
Courthouse Rd		440	G				<u>-</u>			0.079	F		480	G	200
				To:		Caroline A	ve								
				From:		Peterson Mil									
Davidson Ave		70	G	<u> </u>		1 CICISON IVIII	1 1\U			0.152	F		80	G	200
Davidson Ave		, 0	3	_		Glendale				0.102	•		30	J	200

					Prince	George	Mainten	iance A	rea							
Route	I enath	AADT	QΑ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	ΟW	Year
	Longar	7701	Q, ,	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q. (	Factor	700001	QII	i cai
v of Hopewell				From:		20	Th Ave		1							
Day St		40	G			20	oin Ave				0.279	F		40	G	2003
			•	To:		16	Th Ave				0.2.0	•		10	Ū	
				From:			erdale Ave		i							
Dellrose Drive		290	F	97%	2%	1%	0%	0%	0%	С	0.085	F	0.56	290	F	2003
				To:			ncoln Sq									
				From:		G	ilbert St									
Dinwiddie Avenue		740	F	99%	0%	0%	0%	0%	0%	С	0.113	F	0.629	740	F	200
				To:		Cou	rthouse Rd									
				From:		Gl	endale St									
Fisher Avenue		100	F								0.142	F	0.6	100	F	200
				To:			Lee Ln									
Granby St				From:		Roa	noke Ave									
		260	F								0.118	F		280	F	200
				To:		Sum	nyside Ave									
Jackson St				From:		2	1St Ave									
		250	G								0.135	F		270	G	200
				To:		20	Th Ave									
Marion Ave				From:		West	Broadway S	St								
		360	G	_							0.102	F		380	G	200
				To-		N	orton St									
Maryland Avenue				From:			tlantic St									
		280	F	97%	1%	1%	1%	1%	0%	С	0.132	F	0.537	280	F	200
				To:		1:	5th Ave									
Prince George Ave				From:		]	Day St									
		200	G								0.114	F	0.528	210	G	200
				In.			Broadway S	St	ļ							
<b>5</b>			_	From:	201		eston St	201	201	_		_			_	
Riverside Avenue		40	F	100%	0%	0%	0%	0%	0%	С	0.156	F	0.714	40	F	200
							Iarks St									
Stewart Ave		240	•	From:		В	assett St				NIA			200	0	200
		310	G	To:		т	ones St		1		NA			320	G	200
Sussex Drive		220	F	From:	0%		ead End	0%	0%	С	0.404	F	0.501	220	_	200
		220	Г	98% To:	U70	2%	0% esthill Rd	U%	U%	C	0.101	г	0.591	220	F	200
								11:11:15	<u> </u>							
Terminal Street		1200	_	From:			ston Churc		00/	C	0.007	_	0.560	1200	_	200
		1200	F	97% To:	1%	2%	0% ooker St	1%	0%	С	0.097	F	0.568	1200	F	200
				From:												
Wilmington Avenue		250	_	rioni:		Her	etick Ave				0 100	F	0.571	250	_	200
		250	F	To:		NI.	orth Ave				0.108	F	0.571	250	F	200
						INC	ли Ауе									